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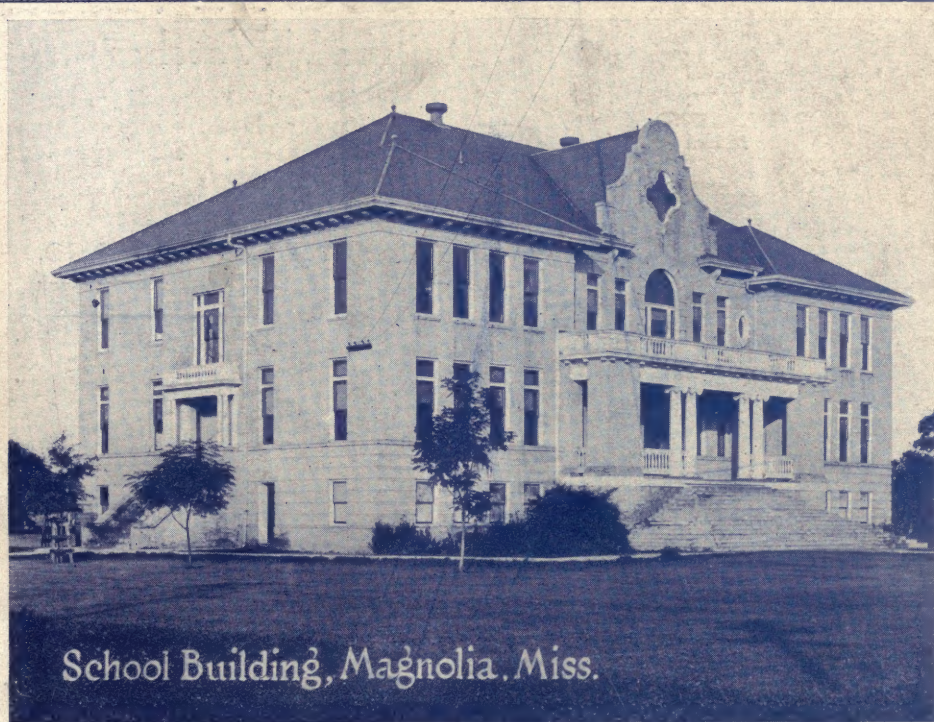
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ILLINOIS CENTRAL MAGAZINE

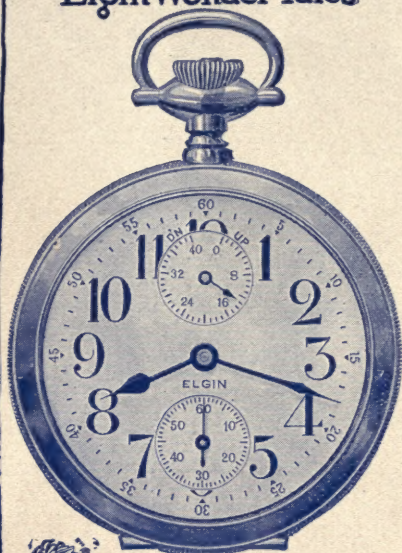
JUL 24 1915



School Building, Magnolia, Miss.

JULY 1915

Elgin Wonder Tales



**B. W.
RAYMOND
Model**



B. W. RAYMOND MODEL

19—21—23 jewels. With or without winding indicator. The B. W. Raymond is a wonderful watch, every way you look it over. Its driving gear is so strong and so accurate that it will stand a 40-hour trick without batting an eyelid, and report in on the tick of the second. You never have to cut down its head nor "hit 'er up." It's the finest piece of mechanism that ever pulled into the yard.

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(EXTRACT FROM AN AMERICAN TRAVELLER'S LETTER.)

Such triumphs add force to our assertions that

ELGIN Railroad Watches

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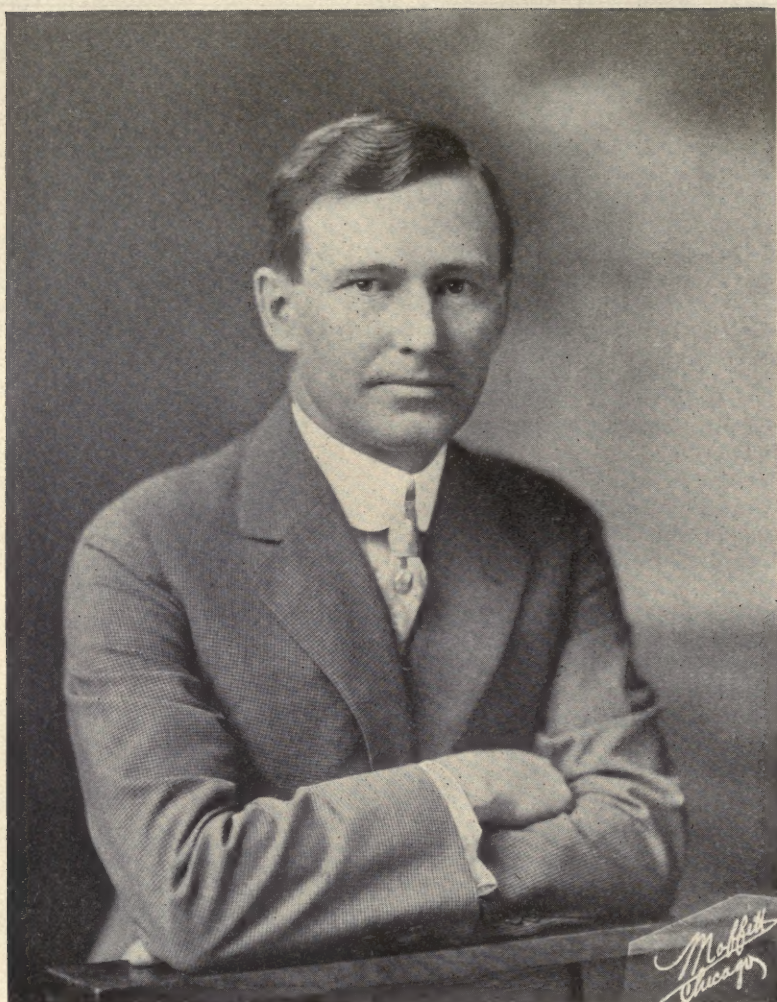
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FRED L. THOMPSON.

MR. F. L. THOMPSON was born at Grandview, Egar County, Illinois. After graduating from the public schools, he attended the preparatory school of DePauw University and later graduated from the University of Illinois at Champaign in 1896, receiving the degree B.S. in Civil Engineering.

He entered the service of the Illinois Central in June, 1896, as chairman on the work of depressing the tracks and the grading of what is now Grant Park between 12th Street and Randolph Street, Chicago. Later was rodman on the work consisting of removing the old tunnel south of Vicksburg and constructing freight house at that point. Later was placed on grade reduction work Fulton to Memphis just after the acquisition of that line. He had charge of grade reduction and second track Cairo to Fulton and second track Centralia to Carbondale. He was then in the Chief Engineer's office in Chicago for one year and from 1903 to 1907 was Road Master on the Illinois and Kentucky Divisions. In 1907 he was promoted to Assistant Engineer of Bridges and in 1910 to the position of Engineer of Bridges and Buildings. In 1913 was made Engineer of Construction and in 1914 was promoted to his present position, viz.: Assistant Chief Engineer of the Illinois Central R. R. and Yazoo & Mississippi Valley R. R.

ILLINOIS CENTRAL Magazine

Vol. 4

JULY 1915

No. 1

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General McClellan

Continued from June Issue.

It appears that he also assumed the truth of the popular misconception that the South began open hostilities, and that the flag was first fired on at Fort Sumter April 12, 1861. Yet General McClellan's own story shows that the Government ship sent to the relief of Fort Sumter was fired on in Charleston Harbor by the batteries of South Carolina, and turned back on Tuesday, January 9, 1861; South Carolina having seceded and declared her own independence of the United States, Thursday, December 20, 1860. So the first cannon of the Civil War boomed more than three months before April 12. The difference seems to be that the attack January 9 was only on a Government ship, and under Buchanan's Administration. An attack on a Government Fort, under Lincoln's Administration was a much more serious matter. But the North's active part in the war did not begin till Colonel Anderson undertook his impossible defense of Fort Sumter.

Besides, six other states had quickly

followed South Carolina "out of the Union," as they vainly spent men and money to demonstrate, and on Friday, February 8, 1861, the Southern Confederacy was formally proclaimed by its newly-elected President, Jefferson Davis. The seceding states had seized all unprotected Government property within their lines; arsenals, forts, arms, military stores, and munitions of war. The works at the mouth of the Mississippi were garrisoned. General Bragg with an armed force had taken possession of Pensacola's navy yard, and on Tuesday, February 18, 1861, General Twiggs surrendered his forces stationed in Texas. Fort Pickens, Key West and Tortugas in Florida, were about all that remained in the Government possession within the seceded states outside of South Carolina. Yet, we are told that "our Civil War began April 12, 1861, when Fort Sumter was fired upon." Some humorist said, "I do not read history because I dislike fiction."

For some time following the date of his commission as Major-General in the

United States Army, the Department of Ohio also was a scene of busy preparation for the long fierce struggle which General McClellan anticipated. He was well acquainted with the South, her people, her generals, her soldiers with whom he had served; and with the significant fact, from his point of view, that the South, unprepared as she was, still was much better prepared for quick action than the North, which seemed paralyzed, making practically no preparation for war till after Sumter was fired on, and Lincoln had called for 90 day troops. Another fact is worth considering; almost every white man and boy in the South could intelligently use firearms, and usually owned them. Some of the bloodiest close-range encounters were with old-fashioned shotguns, rifles, and "navy revolvers," before cartridges and breechloaders came into use.

While preparing for operations in Tennessee, sudden necessity arose in West Virginia, included in the department of Ohio. Word came the afternoon of Sunday, May 26, 1861, that the secessionists there were about to destroy the Ohio and Mississippi Railroad. McClellan immediately ordered Kelly's and other regiments at Wheeling and Parkersburg to move out along the two branches of that railroad and see to its protection. The same day he issued a proclamation, "To the Union men of West Virginia:" to the effect that he was informed of the threatened reign of terror, and he had ordered troops to cross the Ohio River for their protection; adding: "Now that we are in your midst, I call upon you to fly to arms and support the general Government."

Simultaneously he published an address in Cincinnati, to his soldiers: "You are ordered to cross the frontier and enter upon the soil of Virginia. Your mission is to restore peace and confidence, to protect the majesty of the law," etc.

"You are to act in concert with the Virginia troops and support their advance. I place under the safeguard of your honor the persons and property of the Virginians. I know that you will respect their feelings and all their rights,"

etc. Then he said further that when they had enabled the people there to organize for their own protection, his troops were to return home.

Copies of all this were sent to the President with explanation of his immediate action without waiting for instructions from Washington. To this he received no reply.

July 13, 1861, he telegraphed his wife: "Success complete. Enemy routed. Lost everything he had—guns, tents, wagons, etc. Pegram was in command. We lost but ten killed and thirty-five wounded," etc.

Then he received the following telegram sent before the administration at Washington knew all he had accomplished:

"The General-in-Chief, and what is more, the Cabinet, including the President, are charmed with your activity, valor and consequent success. We do not doubt that in due time you will sweep the rebels from West Virginia; but do not mean to precipitate you, as you are fast enough."

(Signed) "Winfield Scott."

On July 14, the Confederate General Garnett was caught, his army routed, himself left dead on the battlefield; and General McClellan's unadvised, entirely self-initiated brilliant campaign in West Virginia soon came to a most successful finish.

July 21, at Beverly in West Virginia, he received in a telegram from General Scott, his first news of McDowell's advance, and of the first battle of Bull Run. He had not been informed of any eastern military operations. July 22, he was summoned by telegram to Washington, and he turned over to General Rosecrans the Ohio command.

He started at daylight July 23; rode 60 miles horseback to the nearest railway station, took train for Wheeling, where his wife met him and they reached Washington July 26, 1861, late Friday afternoon.

He was greatly lionized for his success in the West. July 25, an order had issued constituting the department of the Potomac, assigning McClellan to its com-

mand. "It included the department of northeast Virginia, under McDowell, which comprised all the troops in front of Washington on the Pennsylvania bank of the river; and the department of Washington, under Mansfield, which comprised all the troops in Washington and its vicinity on the Maryland side."

McClellan assumed command there July 27, 1861. Let him tell what he saw: "I found no preparations whatever for defense, not even to the extent of putting the troops in military positions; not a single avenue of approach guarded. There was really nothing to prevent a small cavalry force from riding into the city. The defeated army of McDowell could not be properly be called an army—it was only a collection of undisciplined, ill-officered, and uninstructed men, who were, as a rule, much demoralized by defeat and ready to run at the first shot. The troops were as insufficient in number as in quality. The period of service of many of the regiments had expired, or would do so in a few days; and lastly, I was not supreme and unhindered, but often thwarted by the lieutenant-general."

The following is a statement of the situation at Washington, July 26, 1861, in a letter to Ex-President Buchanan, by Edward M. Stanton, who later became "Lincoln's great war secretary":

"Dear Sir: The dreadful disaster of Sunday can scarcely be mentioned. It is not unlikely that some change in the War and Navy Departments may take place, but none beyond those two departments until Jeff Davis turns out the whole concern. The capture of Washington now seems inevitable; during the whole of Monday and Tuesday it might have been taken without resistance. General McClellan reached here last evening. But if he has the ability of Cæsar, Alexander or Napoleon, what can he accomplish? Will not Scott's jealousy, cabinet intrigues and Republican interference thwart him at every step? Yours truly, Edward M. Stanton."

The writer of that historic letter missed his guess about the dire fate of the city of Washington; but General Mc-

Clellan later shows that when Mr. Stanton became war secretary he was largely instrumental in fulfilling his own predictions as to the probable cause of General McClellan's future embarrassments at the hands of the Cabinet and the Commander-in-Chief of the Army; not to mention Congressional, journalistic and other thwarting influences. They feared a Democratic President as Mr. Lincoln's successor if McClellan's first campaign against Richmond succeeded, ending the war without the abolition of slavery, which many in the North considered of vital importance to the future prosperity of the nation.

So General McClellan was caught between the upper abolition and the nether Republican millstone; and the result is only too obvious. General McClellan did not fully appreciate the real situation himself till it was too late to do anything but resign, and he thought his duty to his country demanded that he stay and fight it out, whatever the result to himself. This he did, bravely, but sadly, till the end was in sight, and the time had arrived ripe for the taking of Richmond by another general who fitted the Washington plan for future development of the nation in a way General McClellan did not, but by that time the Washington plan had largely changed to the original McClellan plan.

November, 1861, he was made General-in-Chief of the armies of the United States, and all his powers of organization were needed.

His Peninsular Campaign against Richmond having failed, he was in August, 1862, practically relieved of his command, which was assumed by General Halleck. But after Pope's disastrous defeat in the second Bull Run campaign, President Lincoln again placed McClellan in charge of the Army of the Potomac, under an order: "Major-General McClellan will have command of the fortifications of Washington and of all the troops for the defense of the capital."

September 16 and 17 he fought the battle of South Mountain and Antietam, driving Lee from Maryland. But as Washington was no longer in danger,

and as McClellan did not follow up his success as authorities in Washington thought he should, he was again relieved of his command.

November, 1864, he resigned from the army.

It is said that McClellan drilled and accumulated the largest fighting machine the world has seen since the Crusades, but it was so huge that he feared to use it. Lee wrote to Jackson that unless they could drive McClellan out of his intrenchments, he would push up those intrenchments till his guns commanded the Capitol. It was a case of "needs must," which he and Jackson achieved. McClellan per force "changed his base," and "the great beleaguering" had to be done all over again.

Then after Pope's short play at the front, his "Headquarters in the Saddle," McClellan checked Lee at Antietam, and defeated the prime object of the great general's campaign in Maryland. But Gladstone was only partially right when he declared at New Castle, October 7, 1862:

"There is no doubt that Jefferson Davis and other leaders of the South have made an army; they are making, it appeared, a navy; and they have made what is more than either, they have made a nation.

"We may anticipate with certainty the success of the Southern States so far as their separation from the North is concerned."

But Lincoln's Proclamation of Emancipation, and his implied threat of war against England made another combination in the great game which then dragged along till after McClellan had been sacrificed and Grant had won.

Perhaps no other great general had such vicissitudes of military experience in a whole lifetime as McClellan had in about three and a half years' service. He was at war with his environment. As no failure could keep him down, so no success could keep him up under the peculiar conditions which simply dominated all incidental considerations. A definite end was to be gained, and "The Jugger-naut" would crush down any obstacle—

human or otherwise. His brilliant West Virginia campaign proves that he could lead—could take the initiative, better than he could submit to the vacillating directions of others "who did not know."

General McClellan is said to have been a better organizer than fighter. He laid his own plans, all so logically organized and inter-dependent, that usually to thwart them in part was to cause their failure as a whole. This characteristic of his operations placed him at the mercy of his opponents in Washington.

Perhaps he was too careful about being first sure he was right; too cautious to make a decisive move till he knew, like Xenophon, that he was "in the state of being the best prepared possible." If Xenophon's "*Ante-paras-kwas-totatos*" was not McClellan's slogan in Greek, it certainly seems to be in fact.

Some of his best friends say that this was his greatest handicap. But one's best friends are too often one's most mistaken judges.

In one thing, anyhow, Lincoln and McClellan were closely united as was shown whenever Lincoln expressed himself freely on that point: Both wished to carry on the war to a successful issue with just as little pain and other cost as possible. Being a war-lord, McClellan knew that with a well-prepared army of overwhelming numbers carefully handled and massed on Richmond, success would be surer and with less ultimate cost in men and money than to have small armies scattered around to be crushed seriatim by such masters of strategy as the Confederate chiefs were; and as he personally knew they were.

For a long time it was considered "TREASON" in Washington to admit the strength or ability of the Confederates. Not so in the army. The fighters knew the facts.

Besides, both Lincoln and McClellan were by instinct and education disposed to be always fair and honorable, according to their knowledge, whether dealing with friend or foe. Such an attitude was not always appreciated in Washington amid the mean rivalries, deep hatreds and vengeful prejudices then so prevalent in both civil and military circles.

The fact that he was nominated as a Democrat for President in August, 1864, shows that some fears of his political foes were not without foundation. But his star was descending, and he was overwhelmingly defeated; which could hardly have been possible had he been allowed to take Richmond in his own way in the campaign of 1862. But he, himself, was a firm believer in the power and wisdom of the overruling Providence, as he often wrote his wife, and also publicly expressed; and it must have been made clear to him in the end that his own ambitions did not comport with the plans of such Providence for the betterment of this nation.

In 1865-8, he traveled in Europe.

From 1870 to 1872 he was Chief Engineer of Docks in New York. From 1877 to 1881 he was the Governor of New Jersey.

He was quite literary both in taste and habit.

His well known literary works appeared as follows: 1852, "Manual of Bayonet Exercises." 1854, "Government Reports on Pacific Railroad Surveys." 1864 "Report on Organization and Campaigns of the Potomac." 1887, "McClellan's Own Story." However true this story may be as mere history, it reeks with disappointment and despair over the believed fact that defeat was thrust upon him by his own Government.

His soldiers loved him because he cared for them and always took care of them when the ultimate power of action lay with him.

That he, too, had "the defect of his qualities" cannot be denied; and that defect was a potent weapon in the hands of his enemies, "whose name was legion." Enemies that, like the cannon on all sides of the "noble six hundred"—"volleyed and thundered" to his hurt and his final undoing.

His tribute to his horse, Dan Webster: "Devil Dan," as his aids called him—is unusual: "The best horse I ever saw; never ill for an hour; never fatigued; never disturbed under fire; could trot all day long at a very rapid gait which

kept other horses at a gallop. Dan and I never quarreled, and the dear old fellow survived the war for many years, till 1879. No matter how long parted—once for four years—he always knew me, and showed his pleasure. On the day of his painless death from old age he tried to rise in his stall, but could only lean his head against me and lick my hand. No soldier ever had a more faithful or better horse than I had in Dan Webster."

Dan was a strongly built horse with "three white feet," which seems to prove the exception to the old English rule for choosing a horse.

"One white foot, take care; two white feet, beware; three white feet buy elsewhere."

But General McClellan, himself, was an exception to most rules; why should not his horse be, also.

He was a pious praying soldier who would not willingly fight a battle on Sunday, unless it was "a work of necessity."

He had the fear of God in his heart, "the beginning of wisdom."

But from youth he showed little fear of man, or anything else as a cause of personal danger. When not 21, in the Mexican War, "where a little army went a great way," he rode down a Mexican engineering officer, captured him, and turned him over to his orderly. That was when a lieutenant of sappers and miners.

Soon afterwards he clubbed a panther that had wounded Captain Randolph B. Marcy, who later became his father-in-law, and chief of staff in Virginia. After the battle of Fair Oaks he climbed a tree to reconnoitre, in range of the squirrel rifles of the enemy. He and some officers held a council of war right then and there up in that tree from which they could see the position they were considering.

At Yorktown he crept up almost under the enemy's works, got sight of their armament, etc., and heard the men talking, disproving the report of his engineer on an important point.

He was under fire at Antietam sev-

eral times; each for a considerable period, and with great exposure, both from artillery and infantry at many critical periods of the day. George Ticknor Curtis also says in *The Atlantic Monthly*, in his article, "McClellan's Last Service to the Republic," 1880: "Once he rode along the lines to draw the fire of a concealed battery—to find it." It opened on him and his staff as soon as within range. It is said he was not acting under orders at South Mountain or Antietam, and had he lost, perhaps the ambiguous order of September 2nd might not, or might have saved him from a courtmartial trial for recklessness.

Most public men live two lives; that known to the public may be very different from that known only to intimates. McClellan was popular with both. "His was no unfeatured soul." Frequently when he seems to be letting an opportunity slip, according to the observer's opinion, he, himself, in the whole combination of circumstances had good reasons for further delay. His conclusions were at least logical, based on the facts before him as he understood them. On convictions so obtained a conscientious soldier must have the courage of his convictions. He can not do otherwise and retain his self-respect.

It is worth while to note that almost any one who will go over the battleground of Seven Pines in wet weather, and test the Chickahominy swamps, will appreciate General McClellan's wish to try some other route to Richmond. About two years ago the old colored sexton said he was still finding skeletons of soldiers in that grewsome wilderness. Secretary of War Stanton later said of that swamp: "The like of which we did not imagine existed this side of the Isthmus of Darien until we saw it."

But that was too late to help the regiments that died there, or to give comfort to the broken-hearted General who had to send them to their death.

One significant fact in McClellan's history may be found in something

told in his Own Story: "During the Autumn of 1861, after arriving in Washington, I discontinued the practice of returning fugitive slaves to their owners."

General and Governor McClellan died at his home in Orange, New Jersey, on Thursday, October 29, 1885, after he had declined the office of Minister to Russia, offered him by President Cleveland.

His death affected the popular heart as nothing else had done since the assassination of Lincoln.

A letter to his wife, written from New Bridge, on the Chickahominy river, Va., 7:30 a. m., June 10, 1862, during that terrific struggle, gives a good insight into the basic character of the man called upon to endure things which the power of the General could not prevent or alleviate:

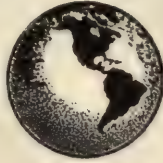
"It is raining hard, and has been for several hours. I feel almost discouraged—that is, I would do so did I not feel that it must all be for the best, and that God has some great purpose in view through all this. It is certain there has not been for years and years such a season; it does not come by chance. I am quite checked by it. First, the Chickahominy is so swollen and the valley so covered with water that I cannot establish safe communication over it; then again, the ground is so muddy that we cannot use our artillery; the guns sink up to their axle-trees. I regret all this extremely, but take comfort in the thought that God will not leave so great a struggle as this to mere chance. IF HE EVER INTERFERES WITH THE DESTINIES OF MEN AND NATIONS, THIS WOULD SEEM A FIT OCCASION FOR IT."

But sometimes,

"The spirit of the Lord and a disposition to storm works" is not sufficient—even when aided by the highest skill of the Soldier and the Engineer, backed by the courage of the Patriot and the Hero.

PUBLIC OPINION

What the



World thinks

PRESIDENT MARKHAM DENIES

Illinois Central Railroad Company
Office of the President

Chicago, June 1, 1915.

Hon. Geo. R. Edwards, McCool, Miss.

Dear Sir—I have had an opportunity to read a small pamphlet, presumably issued by you as a campaign document, addressed to your constituents in the interest of your candidacy for re-election as railroad commissioner for the first supreme court district of Mississippi.

On page 7 of the document I find the following language:

“Are you at all surprised to learn that the railroads want you to vote against me for railroad commissioner? Don't you suppose that the railroads would be willing to spend \$10,000 to beat George Edwards for railroad commissioner?”

Again on page 12, occurs this language:

“There are several men running against me. I do not doubt that the railroads will do everything within their power to encompass my defeat. I am in their way. I am costing them too much money. They cannot do as they wish so long as I am on the job. They cannot control me, therefore, George Edwards must be defeated.”

The language you employ is very general and, of course, I fully recognize the fact that you make no specific charge that the railroads of Mississippi have spent money or used any other means to bring about your defeat. Nor do you refer in this connec-

tion to the Illinois Central or the Yazoo and Mississippi Valley by name. Yet, in another connection, you do refer to these lines of railroad, and I have felt that, in the absence of any denial, some people in Mississippi might infer that the railroad companies which I represent are dabbling in politics in the state of Mississippi. I, therefore, hasten to assure you and through you the people of the state, that neither the Illinois Central nor the Yazoo & Mississippi Valley has attempted to influence a single vote in Mississippi, nor to elect or defeat any candidate for any office in that or any other state in which these railroads operate. This is the settled policy of these roads, and neither you nor any other citizen need fear that this policy will be departed from in the slightest particular in this or any other campaign. Our sole business is that of transportation, and to this we direct all of our efforts. We have neither the right nor the inclination to meddle in politics. A strict adherence to this rule, manifestly, makes it improper for me to refer to anything else in your statement and I refrain from doing so. Of course, I can only speak for the roads with which I am connected.

Doubtless your pamphlet has been given wide circulation and, therefore, I feel justified in making this an open letter and giving copies of it to the press.

Very respectfully,

(Signed) C. H. Markham,
President.

—Vicksburg Herald, June 5, 1915.

EDITORIAL.

George Edwards bases his claims to election as railroad commissioner on the fact that he "is an enemy of the railroads." It is a splendid chance for the voters to tell Mr. Edwards to go way back and sit down. The railroad commission is a court. The members of the commission are supposed to pass upon questions without prejudice, and with fairness and justice to all concerned. Yet here is a man appealing to the people to elect him a commissioner on the grounds of his enmity to the railroads, questions concerning which are to be adjudicated at every meeting of the board. A sweet-scented judge Edwards would make! We do not want his kind on the railroad commission, or any other commission. We want broad-minded, business-like, well-poised men, who will deal justly with the people and the railroads. Men who will advance the material interests of the state and not cripple them.—Deer Creek Pilot, June 11, 1915.

THE TIRADE OF EDWARDS.

Railroad Commissioner George R. Edwards is so far behind the times that he imagines that he can win popularity, and, incidentally, get himself re-elected, by attacking the railroads.

That old stuff used to go great with the voters, but it is no longer effective. The time was when almost any sort of human misfit could grab himself an office merely by cussing the railroads more vigorously than some other fellow, but it's a political trick that don't work any longer.

The people of the United States have been given an awakening. They now see clearly the connection between the present state of depressed business and the present status of railway credit—assassinated by place-hunting politicians and cantankerous demagogues.

Because of the many unjust attacks made upon them from irresponsible quarters the railroads have been unable to earn dividends for their stockholders or to make any improvements or extensions for the betterment of service.

As a result, all other lines of business have suffered keenly. You cannot cut the arteries of commerce without causing the life blood to flow from all veins of business.

Mr. Edwards may not realize the fact, but the people of Mississippi do not want a destructive administration by our railroad commission. They have suffered enough from that foolish policy, and it is now their desire to see a commission in power that will adopt a constructive policy to encourage the construction of new railroads in our state, and bring about a general improvement of conditions. And Mr. Edwards has conclusively proven that he is not the man for that sort of work.—Jackson, (Miss.) Daily News, June 18, 1915.

ATTORNEY GENERAL SAYS ROADS ARE ANTAGONISTIC

Attorney General Collins in a statement given out yesterday afternoon criticised the management of the Illinois Central and Yazoo & Mississippi Valley railroads, saying "it seems to be the policy of these roads to antagonize the Railroad Commission, the Legislature and the people of the State."

In the statement he declares that he had an agreement with the railroads enjoining the enforcement of the electric headlight law to the effect that the policy of the roads in this State would be governed by a similar case before the Georgia courts, that in Georgia the law has been upheld and that the roads are now attempting to shield themselves behind an act of Congress.

The Statement

The statement of Attorney General Collins in full is as follows:

"I am surprised at the action of the I. C. and Y. & M. V. railroads in again contesting the validity of the Mississippi electric headlight law. I don't know a single locomotive engineer in the State unfavorable to the electric headlight. Numbers of them have advised me that the electric headlight has saved the lives of many men, women and children and much of the railroad's property. Aside from this,

in 1912 immediately after the law was enacted, the I. C., Y. & M. V. and the L. & N. railroads enjoined the officers of the State from enforcing the law.

"I entered into an agreement with Mr. Mayes, of this city, attorney for the I. C. and Y. & M. V. Railroad Companies, and also with Hon. George L. Smith, of Mobile, Alabama, representing the L. & N. Railroad Company, that the Mississippi case would be disposed of according to the decision of the Supreme Court of the United States in the Georgia electric headlight case which was then pending in the Supreme Court of the United States. About a year ago the Supreme Court of the United States upheld the Georgia law and at the next term of the United States Court held in Jackson, an order was entered upholding the Mississippi law and giving the railroads ninety days in which to comply with it. The ninety days has long since expired and the railroads should have equipped all their engines with head-lights. I am informed that the L. & N. has complied with the court's order.

"I am also informed that the I. C. and Y. & M. V. have not complied with the court's order and are simply using a recent act passed by Congress as an excuse for again refusing to comply with the Legislature's effort to force them to adopt a light that will enable the engineer to see where he is going.

"I don't suppose I ought to be surprised though at the action of the I. C. and Y. & M. V. railroads, for it seems to be the policy of these lines to antagonize the Railroad Commission, the Legislature and the people of the State on substantially every proposition initiated by them. This is abundantly evidenced by the fact that the State has more litigation with these lines, which are under one management, than with all the other railroad lines of the State combined."—Jackson Clarion-Ledger.

A FRANK STATEMENT FROM JUDGE MAYES

Editor Daily News: I have just returned from a somewhat prolonged

absence from Jackson, and the Clarion-Ledger of last Friday, June 18, has been handed to me, in which there is an article headed "Attorney General Says Roads Antagonistic," and the substance of which is a complaint of the action of the Illinois Central and Yazoo & Mississippi Valley Railroad Companies in connection with the headlight matter.

The reporter says that the attorney general declared that he had an agreement with the railroads to the effect that the policy of the roads in this state would be governed by a similar case before the Georgia court, etc.

What the attorney general said, exactly as given by the reporter, was this:

"I entered into an agreement with Messrs. Mayes & Mayes of this city, attorneys for the I. C. and Y. & M. V. Railroad Companies, and also with Hon. George L. Smith of Mobile, Ala., representing the L. & N. Railroad Company, that the Mississippi case would be disposed of according to the decision of the Supreme Court of the United States in the Georgia electric headlight case, which was then pending in the Supreme Court of the United States."

And the attorney general himself, as quoted by the reporter, goes on and states that the pending case was so disposed of. Continuing the quotation, he says:

"About a year ago the Supreme Court of the United States upheld the Georgia law, and at the next term of the United States Court held in Jackson an order was entered upholding the Mississippi law, and giving the railroads ninety days in which to comply with it."

Thus the attorney general's own statement shows that the case was disposed of in the Federal Court in accordance with the agreement. The reporter's statement that the attorney general said that the agreement was that the policy of the roads would be controlled by that case, is entirely unwarranted by his interview, as he himself quotes it.

The complaint which the attorney general makes is, exactly, that after the decree was so entered the railroad companies did not proceed to carry out the decree, and are now engaged in resisting the enforcement of it. But as he himself shows, in the interview quoted, there was no agreement whatever about what would be done after the decree was rendered.

The decrees were rendered on the 12th day of November, 1914. At that time it was anticipated that in the practical execution of those decrees various difficulties would arise, and it might be necessary for the court, in supervising the enforcement of the decrees, to make other and further orders in the case; and for that reason the final sentence in each decree, both in the Illinois Central and in the Yazoo & Mississippi Valley case, was as follows:

"And this case is retained in this court for such further orders and decrees as shall seem to be needed."

Thus the court expressly retained jurisdiction of the matter for further action.

At the time when those decrees were entered, it was not anticipated by either party (at least, I know it was not anticipated by the railroad companies, and I believe it was not anticipated by the attorney general) that there would be any change in the law itself, under which those decrees were rendered, and for the enforcement of which those decrees, on their face, were passed.

The point in the litigation had been that the railroads contended that then the Mississippi statute of 1912, requiring the railroad companies to equip their locomotives, used in the state of Mississippi, with electric headlights of a certain defined power, was a law which the Legislature of Mississippi had no power to enact, for the reason that the equipment of locomotives was provided for by an act of Congress; that the Congress of the United States, having taken control of the subject, the Legislature of the state had no power over it, and no right to pass such a

statute. The carrying out of that statute, by equipping all the locomotives with electric headlights would cost the railroad companies a very large sum of money—more than one hundred thousand dollars, as claimed—and accomplish no beneficial results. The railroad companies believed, and they were prepared to show evidence to the effect, that the electric headlight is not the best headlight; that it had many elements of danger, which it was very desirable to avoid. The United States statute which was supposed to control the matter was the act of Congress of February 17, 1911, known as the "Boiler Inspection Act." The litigation which was originated by the Seaboard Air-Line in Georgia, and which was then pending before the Supreme Court of the United States was based on the proposition that the boiler inspection act of 1911 included the inspection of headlights. But the decision made by the Supreme Court of the United States in that case, and to which Mr. Collins alludes, held that the act of Congress, as it then existed, was not broad enough to include headlights, and, therefore, that the power still remained with the state legislature to legislate on the subject of headlights.

When that decision was rendered, therefore, in accordance with the agreement made and in full performance of it, the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies submitted to have entered, in the two cases, in the Federal Court here, the decree to which General Collins refers, being the decrees of the 12th of November, 1912.

The railroad companies entered immediately upon the fulfillment of the decrees of the court. Mississippi, however, is not the only state that enacted laws of this kind; and the requirements had become so general throughout the 14 states through which the Illinois Central operates that it was necessary for it to place an order for twelve hundred electric headlights, and this they did, as I am informed. The company did everything it could to facilitate the de-

livery of those headlights, and the installation of the same on locomotives, as they were received. It was necessary to distribute them on different portions of the road. Up to this time the manufacturers have been able to deliver to the company only about three hundred of these headlights, which have been installed. I am informed by the president that the policy of the company is to continue this work until all main lines are equipped with electric headlights; and it is not true that the company has refused to enter on this work, or has suspended the progress of it, in the manner in which the article, quoted from above, indicates.

In this attitude of the case, and while the work was progressing, under the decree, as rapidly as the company could obtain headlights to be delivered from the manufacturers, Mr. Moncure Dabney, who claims to have been the originator of the headlight bill, in the state Legislature, appeared in Jackson; and a newspaper report of him was published in the Jackson Daily News of Saturday, May 29th, see page 3; column 2, bottom, in which it was reported that action would be taken at an early date, by authorities in different counties, to secure indictments against the two railroad companies, on account of alleged failure to comply with the headlight law of 1912.

It was this action by Mr. Dabney, thus reported in the newspapers, and this statement that these indictments were going to be obtained by the authorities in different counties, which caused the filing of the supplemental bill, of which Mr. Collins now makes complaint. A copy of that article was sent to the railway authorities, in Chicago, on May 31st, and in response thereto, I received instructions to prepare and file the supplemental bills that were filed, "with a view of anticipating any action that may be taken by the state authorities."

The bills of injunction were accordingly prepared, and were filed on June 15th. That is to say, the tenth day after I received those instructions,

which were immediately provoked, as is shown above, by the threat to have the two railroad companies indicted in various quarters in the state, for not doing a thing which they were doing as fast as they could get it done.

Now, in the meantime, the congress of the United States, manifestly in order to meet the decision of the supreme court to the effect that the "boiler inspection act" of 1911 was not sufficiently broad to cover the inspection of headlights, passed another statute, with broader terms, and made so broad as to cover all the appliances of a locomotive; and this statute was approved by the president, March 6, 1915.

Of course, it put quite a different aspect on the whole situation; and as the law now stands, the state statute is entirely displaced. The state authorities have no power over the matter at all, and the whole question has been taken over by the federal authorities. The decision of the Seaboard Air Line, case was met, and in effect set aside, and the decrees of Nov. 12th, 1914, mentioned above, were made of no account. But this was the action of congress, not the railroad companies. It was not even certain that when the companies should go ahead, and install those electric headlights, according to the specifications contained in the Mississippi act of 1912, such headlights would meet the approval of the federal inspectors, and they might all be rejected. It is not even certain that the federal inspectors will want electric headlights at all. They may prefer the acetylene gas lights, which many experts prefer; and which, if this case had gone to trial on the facts, it was the expectation of the railroad companies to prove were the better lights, being sufficiently strong and clear; and not being subject to some of the most serious objections to the electric headlights.

But it will be observed that, notwithstanding the passage of that act of congress, the railroad companies did not suspend the installation of the

electric headlights, and did not do anything to retard the progress of that work, until these people turned up here in Jackson with threats of criminal prosecutions at various points in the state.

Judge Niles, as shown above, had retained these cases in his court for the making of further orders; and the railroad companies appealed, by the supplemental bills, to his court in these same causes, for protection; and also prayed that the decrees previously made be set aside, since the state law which they were intended to enforce had been nullified by an act of congress. It was imperatively necessary, in so important a matter, to have it settled whether the companies were under the authority of the state officials, or that of the United States government.

The railroad companies now know well that what they do further, by way of installing electric headlights, in accordance with the desire expressed by the Mississippi legislature is by them done voluntarily, and not under the coercion of that decree, which has been displaced by the act of congress.

In this situation, I am authorized by the president of the company to state

that, notwithstanding the act of congress, and notwithstanding all that is stated above, the company expects to persevere in this work of installation of electric headlights, until all the main lines are equipped; at the same time, however, the railroad authorities do not believe that any necessity whatever exists for the equipping with expensive electric headlights of the locomotives running on unimportant branch lines; and as to that they expect to be guided, as to the future, by the obligation imposed on them, and to rely on the protection afforded to them, by the laws of the United States which have taken charge of the matter.

In conclusion, it seems to be a singular attitude that any person in this country, whether he is a natural individual, or a corporation, is censured because he or it appeals to the courts of the land for protection in what he or it conceives to be his or its proper legal rights; and for a judicial determination of his or its attitude of responsibility to answer to the state or the United States.

EDWARD MAYES.

—Jackson Daily News, Wednesday, June 23, 1915.

Ackerman Given Ten-Year Sentence

Waives Time Following Conviction for Perjury

Waiving the right to time to file a motion for a new trial and also time for sentence, J. W. Ackerman, who was convicted of perjury by a jury last week, was arraigned today before Judge Boies and given an indeterminate sentence not to exceed ten years in the reformatory at Anamosa.

Judge Boies granted defendant thirty days in which to prepare a motion for new trial and set July 1 as sentence day. On request of the defendant these orders were set aside.

Ackerman, who has been in the

county jail for the past seven months, decided to waive time and take his sentence now, so that he might be credited with time. Sheriff Henderson will take the prisoner to Anamosa within a day or two.

This is one of the few convictions for perjury in Iowa, and for this reason the case has attracted widespread attention. The perjury for which the defendant was found guilty was in connection with testimony he gave at the last September term of court in the damage suit for personal injuries

to Charles Scribner, a lad now seven years old.—Waterloo (Ia.) *Evening Courier*, June 1, 1915.

MY GUIDE

By T. J. Van Alstyne, Cornell, M. E., '03, Alpha Psi of Chi Psi.

TO respect my country, my profession and myself. To be honest and fair with my fellow-men, as I expect them to be honest and square with me. To be a loyal citizen of the United States of America. To speak of it with praise and act always as a trustworthy custodian of its good name. To be a man whose name carries weight with it wherever it goes.

To base my expectations of reward on a solid foundation of service rendered; to be willing to pay the price of success in honest effort. To look upon my work as an opportunity to be seized with joy and made the most of and not as a painful drudgery to be reluctantly endured.

To remember that success lies within myself, in my own brain, my own ambition, my own courage and determination. To expect difficulties and force my way through them; to turn hard experiences into capital for future struggles.

To believe in my proposition, heart and soul; to carry an air of optimism in the presence of those I meet; to dispel ill temper with cheerfulness, kill doubts with a strong conviction, and reduce active friction with an agreeable personality.

To make a study of my business, to know my profession in every detail, to mix brains with my efforts, and use system and method in my work. To find time to do every needful thing by never letting time find me doing nothing. To hoard days as a miser hoards dollars; to make every hour bring me dividends, increased knowledge or healthful recreation.

To keep my future unmortgaged with debts; to save as well as earn. To cut out expensive amusements until I can afford them. To steer clear of dissipa-

tion and guard my health of body and peace of mind as a most precious stock in trade.

Finally, to take a good grip on the joys of life, to play the game like a man; to fight against nothing so hard as my own weaknesses, and endeavor to grow in strength a gentleman, a Christian.

"So may I be courteous to men, faithful to friends,

True to my God, a fragrance in the path I trod."

—C. & O. Ry. Co. Employees' Magazine, May, 1915.

TROUBLE AHEAD

THE baggage problem in America has been simpler and more satisfactory, from the point of view of the traveling public, than in any other country. For this reason habitual travelers will view with annoyance the plan of compulsory baggage valuation, baggage insurance, baggage red tape, announced by the railroads under the Cummins act. Persons who are not habitual travelers, but who are occasionally passengers upon railroads, will view the change with positive alarm. All complications attending travel are alarming to persons who are not practiced travelers. All simplifications are rejoiced in by everyone who goes anywhere. America has led other countries in making it easy, from all points of view save the financial, to get about. It costs more to go by train in the United States than it does in many countries, but having paid the cost the traveler is—or has been—free to forget about his baggage and enjoy his book or an idler's view of a lively out-of-the-window panorama.

It is not quite clear just what benefit will accrue to anyone under the new arrangement. The railroads, apparently, have found the established plan of baggage carrying satisfactory. That part of the public which is American born and not foreign-traveled has perhaps not been fully awake to its ad-

vantages. Americans who have traveled in Europe or the Orient have returned home with a keener appreciation of the benefits of American citizenship because of the freedom from unnecessary detail that makes American travel restful in comparison with travel in countries in which it is necessary to enter into extended diplomatic conversations upon the question of getting a trunk shipped, and where it is necessary to sign papers—the signer's death warrant for all he knows—before getting into the train.

All customs or laws which have the effect of creating difficulties, however slight, which necessitate the consumption of time, inquiry, bother, confusion, anxiety at the railroad station, are damnable to the flustered, perspiring, harried ticket buyer. They are doubly so to the unfortunate employe of the road whose daily grind is to answer questions which appear of tremendous importance to the unaccustomed traveler, but seem senseless and superfluous to anyone to whom they are a part of the day's routine.

The provision of the Cummins act necessitating the baggage bother seems an example of pestiferous legislation owing its existence to the activity of the discoverer of mares' nests. It seems likely to make bedlam in the railroad station, and make travel a trial, without accomplishing any purpose of such importance as to warrant the annoyance.—*Louisville Courier-Journal*, June 7, 1915.

THE STATE AND THE RAILROADS

CAN it be that political sentiment in the state is implacable toward railroads, while in their material affairs railroads are invariably looked to by the people for helpfulness? For instance, a candidate has for his chief argument that he is a fighter of railroads, and that railroads would spend big money to secure his defeat. Such a claim to official preferment is presuming much, on railroad prejudice.

For instance again, the people wish to build up a new industry. The first thing they do is told in the following telegram from West, Holmes county, on the Illinois Central Railroad between Durant and Canton, of May 28, which says: "Six months ago the West creamery made its first shipment of butter, which was five pounds. To-day they shipped one car load of fine creamery butter to Chicago, which was sold in advance for a good price. The Illinois Central Railroad Company has done much for the success of this enterprise."

Of course in upbuilding such enterprises, the railroad helps itself. Nevertheless, such self help does not rightfully or by rule of reason, extinguish appreciation of liberal extension of community aid. This has been supplied in the promotion of the truck growing and stock raising industries, the establishment of experimental farms, turning the tide of farm home seekers to this state, in high water help, and in other ways too numerous to mention. Thus the I. C. road has added many millions to Mississippi values. In every community and on all occasions where the railroads can promote material public interests they are freely called upon, and invariably respond.

Such a relationship with the people and their business interests should rightly and reasonably liberalize state railroad policy. It is well within the truth to say that the Mississippi facts are otherwise. With the inherent power of state corporation control and regulation no one would part. And yet so frequent have been the misuses of the power, so greatly has it been abused by corporation baiting demagogues, that it can not be looked upon, in its workings, as an unmixed good. Many instances of the truth of this assertion could be cited. About the brightest feather in the cap of the professional reformer is a law or a scheme for forcing railroads to do something. Legislation thus inspired usually proves a handicap to the roads without

benefiting the public. The latest local outcrop of this reform spirit noted, is clamor for the "full crew law," the utility of which has been thoroughly disproved in states where it has been applied.

But in no other manner has the abuse of state authority in its exercise towards railroads been more flagrant than in the anti-merger prosecutions. Mississippi has employed, at an enormous contingent fee, Governor Brewer's fellow townsman and right bower, the Hon. Jack Cutrer, in association with the Attorney General, to bring a confiscatory anti-merger suit against the I. C. road. At the same time a like anti-merger suit is being carried on by Attorney General Collins and another political magnate, Mr. McBeath of Meridian, against the Southern railway.

If these two roads were the state's most relentless enemies, instead of her greatest instrumentalities of public usefulness and help, no harsher means could have been devised for their injury and ruin. Can it be true that in the practice code of the demagogue, this is the surest way to official preferment and re-election? And yet we infer from a recent alleged statement of Attorney General Collins—that "the purpose of his anti-merger policy is not so much to collect money from the railroads as it is to secure the dissolution of these companies, which are now owned and controlled by the same people"—that it has dawned upon him that his demands upon these railroads for near a hundred millions in fines and penalties, is not approved by the people of the state.

The good faith of the quoted qualifying statement is contradicted by the visible facts. If the Attorney General only seeks the "dissolution" of these companies, why has he not so proposed to them—to accept their dissolution without penalties? This was the course of the Federal Government, when it obtained the unmerging decree of the Pacific railroads; a decision which furnished the precedent for the

state's anti-merger suits. At the time, The Herald urged the Governor to apply for a like procedure by the Attorney General of the United States; in the case of the I. C. and the Y. & M. V. R. R. Thus conducted, suit would have cost the state nothing, and a comparatively speedy conclusion reached. Instead these enormous damage suits, at great cost to the state, have been carried on. There can be but one opinion of the state's suits, which is that "the purpose of the suit" is to harass or intimidate the railroads involved into a compromise which would carry a big fee for Attorney General Collins, his brother-in-law and political creator, Lawyer McBeath, of Meridian, and Governor Brewer's "steady," Jack Cutrer, of Clarksdale. In the best interest of the state, and for its good name, the hope is expressed that the greedy scheme may fail.—Vicksburg Herald, June 5, 1915

CAPTURE 20 MEN AND BOYS ON WAY TO MT. PULASKI.

I. C. Officials Strike Terror When They Hold Up Train Loaded with Thirsty "Hoboes."

Nine officials of the Illinois Central Railroad last night struck terror into the hearts of about twenty men and boys, most of whom were from Clinton, who were on their way to Mt. Pulaski. Headed by Superintendent G. E. Patterson, the officials stopped train No. 55 two miles east of Mt. Pulaski and grabbed all but four of the trespassers as they came tumbling off the cars. And these four they caught later.

Each One Known.

The officials got the name and address of each of the trespassers. Then they turned them loose. All but three were local residents. These three were professional hoboes. One badly scared boy stammered out to H. L. Moffett, one of the officials:

"Mr. Moffett, you know my father."

"No," said Mr. Moffett, "but I know you."

To Break Up Trespassing.

Superintendent Patterson and the other local officials have for some time been trying to hit on a plan to break up the heavy traffic on freight trains between Clinton and Mt. Pulaski. They are continually worried by the risk of loss of life run by the trespassers and last night's action inaugurates a scheme to stop some of the trespassing and incidentally to bring less liquor from Mt. Pulaski saloons.

Officials Who Made Raid.

Superintendent Patterson was accompanied by H. L. Moffett and P. K. Hanley, trainmaster; M. Backus, roadmaster; S. C. Draper, superintendent of bridges and buildings; Master Mechanic O'Brien, A. G. Turley, traveling engineer, and C. E. Lindsey, of Decatur, and C. W. Dill, special agents.

The "Hold Up."

They went to Mt. Pulaski yesterday afternoon by a roundabout way and then came out from Mt. Pulaski up the I. C. tracks about two miles. There they lined up on both sides of the road and when No. 55, leaving Clinton about 5:15, came along, they flagged it. At once heads popped out from between the cars and when several of the "hoboes" recognized Charles Dill the exodus began. But the officers grabbed for them and only four got away and these hot-footed it up a road.

Catch Them Later.

The four who escaped were caught later when Officers Dill and Moffett got a car at Mt. Pulaski and went back over the road on which the four were coming into town. They got their names and addresses and turned them loose.

May Prosecute Them.

When pressed as to whether he would prosecute the trespassers or not, Superintendent Patterson said today: "We have not decided just what action to take but we may begin prosecutions. But we are going to stop the trespassing on our lines. We are afraid somebody will be killed and we are determined to stop it."

Mr. Patterson refused to give out the names of the men and boys caught in the raid. He is saving them for future reference.—Clinton Daily Public, June 2, 1915.

ILLINOIS CENTRAL RAILROAD LITERATURE.

People must change their minds about what we used to call railroad literature, because it is no longer what it once was. In the old days railroad literature was looked upon with indifference by the public at large, because it consisted largely of time tables that no one but a railroad man could understand, and flaming posters which no one believed. Of late years the railroads have been giving increased and growing attention to what may be called railroad literature. A good many of these corporations maintain a monthly magazine and these are not infrequently of a high character from a literary standpoint. The Illinois Central Magazine for May is a publication that will be interesting to the general reader. Capt. James Dinkins, long a resident of Memphis, and remembered here by many of the older citizens, concludes his story of the Illinois Central lines during the civil conflict. He tells how he became an Illinois Central man, and the names and incidents which he has collated and presented will be of absorbing interest to the older generation at least. Another good thing about these railroad magazines is their liberality and public spirit. They take up particular cities and sections and advertise them widely. Of course this means that they are endeavoring to benefit themselves and the business of the road represented; but the cities and communities and sections profit by the publicity, no matter what its motive. Another valuable feature of the railroad magazine is that it affords a vehicle and a voice to the employes, who are encouraged to express themselves. In this way the higher-ups often receive many valuable tips and sugges-

tions that would never occur to them. This is of mutual benefit, because it brings employer and employe, superior and subordinate, closer together and puts them upon a more friendly plane.—*Friars Point Coahomian*, May 29, 1915.

PAYING THE FIDDLER.

A dry grin is going the rounds of the legal fraternity, in Vicksburg, the reason and cause for which is as follows:

During the term of the Warren county circuit court, which closed last week, there was tried the case of Wiley Wilson vs. the Y. & M. V. R. R. Wilson is a white boy who claimed to have received personal injuries while employed as apprentice in the railroad shops at Vicksburg. This is the case which was referred to in the controversy between the Vicksburg Times-Democrat and President Markham of the I. C. system. It will be remembered that the race question was injected into the discussion, it being asserted that the railroad company worked white apprentices under negro boiler-makers and that Wilson was hurt while so working. During the trial an attempt was made to substantiate this charge but failed, and the court ruled that the plaintiff had not made out his case and instructed the jury to bring in a verdict for the defendant railroad.

As the plaintiff had been required to furnish bond for the costs, his attorneys went on the bond, and as a result they will enjoy the privilege of paying the fiddler in the form of costs.—*Deer Creek Pilot*, June 18, 1915.

PROTECTING THE UPPER BERTH.

The United States Supreme Court has at last called a halt on the assaults on the upper berth. For years the upper berth has been the object of opprobrious comments and the target of legislative vengeance. In vain did the sleeping car companies maintain that the upper berth was a very good

berth and could be slept in very comfortably. The antagonism continued. It found gratification in the humiliation imposed on the upper berth by the reduction of its price below that charged for its lower associate. But it was not content to rest there.

Divers Wisconsin legislators had noted with pain and indignation that upper berths were frequently made up before the said berth had been engaged. Now, from their point of view it was no doubt bad enough for an upper berth to be made up at all. But to have it made up before anybody had even called for it, thus cutting off the ceiling view of the tenant of the lower berth, apparently struck them as nothing less than an imposition which called for the stern correction of the law. Whence the statute passed in the legislature of that state forbidding this practice.

But the United States Supreme Court stepped in on Monday and said that enough was enough. It did not expressly place its nullification of the law on the ground that "cruel and unusual punishment" is forbidden by the Constitution and should not be meted out even to an upper berth. But there was probably something of this feeling in the court. It may now be taken as settled by the highest tribunal in the land that even an upper berth has some rights.—*Chicago Herald*, Thursday, June 24, 1915.

THE DAMAGE SUIT INDUSTRY.

Following a series of sensational exposures of the fakers, ambulance chasers and professional witnesses in the courts of St. Paul, the Minnesota law-makers are now planning the enactment of statutes that will put a crimp in the damage suit industry which has been flourishing in that commonwealth for several years.

The St. Paul exposures were complete and effective. Several firms of lawyers who had waxed fat on the business of concocting false damage and personal injury claims are now seeking new fields and pastures green,

and it is not wholly improbable that some of them may drift into Mississippi, where the pickings of this sort have always been exceptionally good.

The newspapers of St. Paul, without a dissenting voice, have been vigorously denouncing the professional grafters who have saddled an enormous expense on the taxpayers by bringing hundreds of personal injury suits into the state from other commonwealths, and which ought to have been given trial in the states where injuries were alleged to have been received.

The St. Paul Dispatch, in discussing the question in a recent issue, said:

"On account of the outside personal injury litigation brought in here through the activities of soliciting lawyers and their agents, this county was recently burdened with the expense of establishing an additional judgeship, and even with this added facility the courts are still lamentably behind.

"It is gratifying to learn that members of the legislature are looking into the situation. We think that they shall not have to look very far to see the injustice of the system which has wrought so much inconvenience to our own litigants.

"In its last analysis, this thing narrows itself down to where there are about a half dozen soliciting lawyers and their agents on one side of the question and all of the people on the other. Are we going to besmirch the entire state simply that a few fellows with soiled hands may prosper out of all proportion to the rewards vouchsafed to honest and legitimate efforts?

"It is injurious to good citizenship to allow this thing to go on. It is undermining character. In their anxiety for cases and coin of the realm lawyers and solicitors are tempted to take chances. Have we not witnessed a number of disgraceful episodes in our courts in connection with these foreign cases?

"There are hundreds of personal injury damage suits from other states annually brought in Ramsey county.

Does any sane person having even a remote knowledge of how this traffic is carried on believe these cases come here naturally and legitimately? If there are no such persons then certainly we are entitled to relief and, furthermore, we believe this is one question upon which the people are not divided but that the sentiment is all one way, barring, of course, the handful of beneficiaries of the pernicious system as it now exists."

We have had much experience of the same sort right here in Mississippi. Of late years it has become a very common thing for litigants from other states to come to Mississippi to seek satisfaction of personal injury claims, selecting for the filing of their suits those counties where strong prejudice exists against the railroads, and where they often receive heavy verdicts against the corporations, no matter how flimsy and unwarranted may be their claims.

Many of the troubles with which Mississippi's judiciary system is now afflicted can be attributed to the damage suit lawyers, the faker, the professional witness and the jury fixer.

Eight years ago we had only ten circuit judges in Mississippi, and they were able to attend to all the litigation. Congested court dockets were rarely complained of.

Today Mississippi has seventeen circuit judges, and in more than one-third of the counties of the state the dockets are so badly congested that the judge is not able to dispose of more than one-half the business during the current court term. Much of this business consists of unjust or frivolous damage suits against common carriers, and as a result litigants who have claims involving real merit are compelled to wait two or three years before they can get justice.

On our supreme court docket today there are more than eight hundred cases pending. If the three judges would work continuously on the pending business, giving no attention whatever to new appeals filed, it would take

more than three years to clear the docket. It is the most distressing condition that has ever confronted judiciary system in this state.

Examine those eight hundred appeal cases now pending before the supreme court and you will find that more than one-third of the number are damage suits against corporations. Scores of these suits are utterly without merit, but they have gained places on the docket, and cases of merit cannot be considered until they are out of the way.

Any man with a just claim who wants to have his cause reviewed before the state's highest tribunal may as well make up his mind that it will be at least three years before he can get a decision. The damage suit industry has the right-of-way.

And, of course, the taxpayers are "paying the piper" for all his miserable mess, while nobody derives benefit therefrom except the damage suit lawyer. The litigant, even if he is successful, is compelled to pay the lawyer fifty per cent of the judgment, and often has to wrestle the shyster mighty hard to get the other half.

We have had much experience right here in Jackson with suits of this character. At our last civil court term an entire week was consumed with the suit of a man from somewhere out in Nebraska, who claimed that he was injured in Memphis. There was not the least excuse on earth for bringing that

suit to Jackson, cluttering up our court docket, displacing other litigants on the calendar who were entitled to have their cases tried, and imposing a heavy burden of expense on our taxpayers. Other counties of the state have suffered more severely than Hinds in this regard, notably Pike, Copiah, Yazoo, Lincoln and Sunflower, which seem to be veritable Meccas for the ambulance artist, the fake claimant and the professional witness.

Mississippi can well afford to follow the example that Minnesota is about to set in dealing with the damage suit industry. There should be a rigid limitation placed on actions of this character, a denial of jurisdiction unless the claimant was actually injured in the country where he seeks to file suit, and a requirement that the damage suit lawyer, who has on his inside coat pocket a contract to receive fifty per cent of the judgment, must give bond to cover all court costs, and not hide his client behind a pauper's oath.

Wholly aside from the fact that the railroads are being outrageously robbed by the damage suit sharks, our own sense of fairness and common decency ought to prompt us to put a quietus on this disreputable business that has usurped so large a place on the court dockets that no person, regardless of how much merit his cause may offer, can get a prompt hearing in our tribunals of justice.—Editorial, Jackson (Miss.) News, May 27, 19 15.



Magnolia, Miss.

Cleanest town in the state
by Jos. E. Norwood,
Editor Magnolia Gazette

A CONTEST in public sanitation this spring among the cities and towns of Mississippi, which was initiated by the State Federation of Women's Clubs, and inspection and awards made by the State Board of Health, attracted not only the attention of the people of this commonwealth, but of the whole country as well. And when, after three official inspections had been made, the State Board of Health declared that Magnolia was the Cleanest Town in Mississippi, she was accorded national recognition as a place worth while.

It is doubtless due to this high distinction that she is given so prominent a place in this issue of the Illinois Central Magazine, and that its readers may learn from illustrations and sketch something of the history and progress of this community.

Magnolia's history as a railroad town dates back to the year 1856, when the old New Orleans, Jackson & Great Northern Railroad was completed the first hundred miles from its southern terminus, and reached the then small and inconsequential village called Magnolia.

But as far back as 1820, some pioneer families of the older states had settled here. In that year, John Felder

emigrated from South Carolina, halted his team on the banks of Tangipahoa River, and built a log cabin on the identical spot where the Illinois Central depot at Magnolia now stands. Four years later was born in that cabin the first white child ever born in Magnolia. This was Robert H. Felder, who still lives in this county, hale and hearty despite his great age of 91 years.

From this period to the coming of the railroad, 36 years later, but little is known of Magnolia. Indeed, the date when the settlement first attained the dignity of a name cannot be stated with certainty. It is legendary that a New Orleans lady, on her first visit here, was so impressed with the number and beauty of the magnolia trees, which are still characteristic of the place, that she called it "Magnolia."

The New Orleans, Jackson & Great Northern R. R. was completed to Magnolia in the fall of 1856, and soon the little town felt the stimulus of commercial activity which a railroad always provides.

Anselm H. Prewitt was then the owner of the land, and under his direction the squares and streets were laid off as neatly and exactly as a checker-board.



The location is ideal for a town. On its eastern border is the Tangipahoa River, a small stream of water fed by springs and clear as crystal. Its western boundary is a beautiful little brook called Minnehaha. Between these two streams runs a ridge, and on the slopes of the elevation the town is built.

The outbreak of the Civil War in 1861 checked the growth of the town, which had been rapid since the coming of the railroad, as it did that of every other Southern community. The ensuing four years of Magnolia's history differs in no essential detail from that of every other city, town and village in the South. With all her able-bodied men enlisted in the war, the old men and women and children left at home, centered their thoughts upon the stern problem of daily sustenance.

Fortunately, the tide of warfare flowed away from Magnolia, and the town never suffered the ruin and desolation which fell upon many other communities of this state. But, with the establishment here in 1863 of a large hospital for the care of wounded soldiers, she saw the ripened harvest of battlefields. In the Magnolia cemetery now there lie buried two hundred and twenty-nine soldiers whose identity is unknown, and a beautiful custom of the community is observed annually when on Decoration Day the school children strew these nameless graves with flowers.

By vote of the people of Pike county in 1871, Magnolia became the county seat. Since December, 1816, the seat of justice had been located at Holmesville. The corner stone of the new courthouse at Magnolia was laid on May 27, 1876. This building, together with all the public records and county archives, was destroyed by fire in 1881. The court house was immediately rebuilt, but the loss of the records was irreparable.

A steady growth has characterized Magnolia from the location of the court house here to the present time, but the decade 1900-1910 witnessed her most rapid and substantial progress.

During this period substantial brick buildings replaced the flimsy wooden structures in which the majority of commercial concerns transacted business. Many handsome residences were built and people began to pay attention to the improvement of their homes and private premises. Several industrial enterprises were launched, the most important of these being the Magnolia Cotton Mills, in which nearly half a million dollars is invested. A hundred thousand dollar oil mill and a sixty thousand dollar compress were constructed during this period, as well as an ice factory and an electric light plant.

The community began, also, to realize the importance of municipal improvement. Up to this time typhoid fever was prevalent here. The water supply was obtained from wells and the subterranean springs were so near the surface that pollution was unavoidable. Responding to suggestion by the town authorities, the people voted unanimously for the issuance of \$25,000 bonds for the construction of a waterworks system. The work was begun at once. Four hundred feet deep an inexhaustible supply of water was obtained which the state chemist pronounced absolutely pure. Since then there has not been a single case of typhoid fever within the corporate limits traceable to local infection.

A few years after the installation of water works, the board of aldermen constructed a sewerage system. Then followed the erection of a splendid modern school building, and after that the laying of concrete sidewalks and street crossings throughout the municipality.

With electric lights, waterworks, sewerage, sidewalks and public buildings, Magnolia can boast of more municipal improvements than any town of its size in the state, if not in the Union.

All of these progressive steps were taken without friction. The unanimous vote on waterworks bonds was followed by a unanimous vote on school

bonds, and not the slightest objection has been made to any public improvement.

The recent campaign conducted here in the Cleanest Town Contest developed and emphasized the spirit of community co-operation which exists in Magnolia to an uncommon extent.

As soon as the regulations of the contest were promulgated by the Mississippi Federation of Women's Clubs, Magnolia determined, as one man, to win the prize.

There are two women's clubs here—The Embroidery and the Musicians' Club. Since their organization several years ago they have been active in the work of civic improvement. So also has the men's social organization—Stonewall Club.

The club women got together and planned the work of making Magnolia the Cleanest Town in Mississippi. They called a mass meeting of citizens. The mass meeting appointed a General, or Central Committee, and that committee named sub-committees to direct the various branches of the work. There were committees on business houses, streets and alleys, public buildings, railroad right-of-way, waterworks and sewerage, vacant lots, private premises, and a committee composed exclusively of negroes was named to look after their part of town.

Mass meetings were held every week when reports of committees were heard and the progress of the work discussed. The co-operation of county and town officials was enlisted and secured, and public buildings, including the county jail, received special attention.

Magnolia had always been remarkably clean and her people were notable for the pride they took in their individual premises. But never before had there been a community movement for a cleaner town.

It is no exaggeration to say that every man, woman and child became enthusiastically a working part of this movement. There was no opposition, no pulling back anywhere discernible. During the last days of the campaign

an inspection by members of the Central Committee disclosed the fact that every private premise had been put in order. The rich man, with his spacious lawns, always well-kept, down to the poverty-stricken negro in the rented cabin heard alike the call for cleanliness, and each performed the full measure of his part.

The town authorities backed the movement with legal command, and enacted an ordinance requiring the screening of all outside toilets in accordance with the State Board of Health regulations. But it was never invoked against anybody, and when the official inspectors made their close and searching survey of sanitary conditions in Magnolia, they found every one of these common menaces to health barred to the typhoid fly and their dangers eliminated.

During the last days of the campaign, "everybody worked"—even "father." Half-holidays were given the school children, and under the direction of the club women, they swept the town's highways clean of waste-paper and trash of all kinds.

Magnolia submitted to three official inspections.

The first was made by the County Health Officer, Dr. W. D. Beacham, and the County Superintendent of Education, S. W. Simmons. Their report to the State Board of Health showed a practically perfect score, only a fraction of one point being deducted by the inspectors.

A week later, Dr. Walley, Chief Sanitary Inspector of the State, made the second inspection. His investigation of conditions here was very thorough, and his report to the State Board put Magnolia at the top of the list of contesting cities.

But the State Board evidently desired to be indubitably certain that Magnolia was the Cleanest Town in Mississippi, and that her cleanliness was of a permanent character. All other towns and cities contesting for the prize were inspected and a full month elapsed before Dr. W. S. Leath-



Residences
and
A Street,
Magnolia
Miss.



ers, Director of Health in Mississippi, came here to make the last inspection.

A few days later, the State Board made the awards, and Magnolia was declared to be not only the cleanest of towns in her class, but **THE CLEANEST TOWN IN MISSISSIPPI.**

The growth of the town has been checked to some extent during the past four years by the havoc wrought by the Mexican boll-weevil in the cotton fields.

Five years ago cotton was the chief money crop of farmers in this section, and the trade of every town depended largely upon the size of the crop and the price received for it.

If the crop was good and the price at least ten cents a pound—everybody was prosperous, in the sense that there was plenty of money in circulation. During the year the merchants furnished the farmers their supplies. Bacon, corn, oats, meal, flour and all kinds of foodstuffs for man and beast were imported from the great food-producing states of the Middle West, to say nothing of horses and mules for farm work animals.

In the fall of the year the farmer picked and ginned his cotton, hauled it to town and turned it over to the merchant. The latter credited the farmers' account with the proceeds of the cotton at current market prices. Sometimes there was a balance in favor of the farmer; but more frequently he closed the year owing his merchant.

Then came the Mexican boll-weevil and revolutionized the business of farming in this section.

Pike county's cotton crop, which in normal years had averaged 25,000 bales, dropped as low as 3,000 bales. Last year, with weather conditions favorable to the destruction of the weevil, the crop amounted to approximately 8,000 bales.

This condition has forced the farmer here to turn his attention to diversified farming. No longer are his best lands planted to cotton. He is growing corn, oats, peas, hays, and the com-

paratively few cotton acres on his place are regarded as a side-line.

Heretofore the Texas fever tick so infested this country that the growing of cattle was unprofitable. Now, Pike county, under the direction of the State Live Stock Sanitary Board and the Bureau of Animal Industry of the U. S. Department of Agriculture, is destroying the ticks, and it is believed that by the first of next November the tick quarantine against the county will be lifted.

Farmers are learning that the soil and climate of this section are the finest in the world for the production of cattle. The cut-over pine lands afford rich pasturage from March to December, and during the mild winter the swamps of small streams and rivers furnish an abundance of green stuff.

There are unmistakable indications that prosperity is returning to the farmer, and that it will be a prosperity resting upon foundations so broad and deep that it will be permanent.

Already the importation of foodstuffs here has shown a marked decrease, and farmers in this territory are learning that the best place for a farmer's corn-crib and smoke house is on his farm and not in the store of the merchant in town.

The remarkable co-operation of the people of this community, and the freedom from factional strife which the town enjoys, have been largely responsible for its substantial growth.

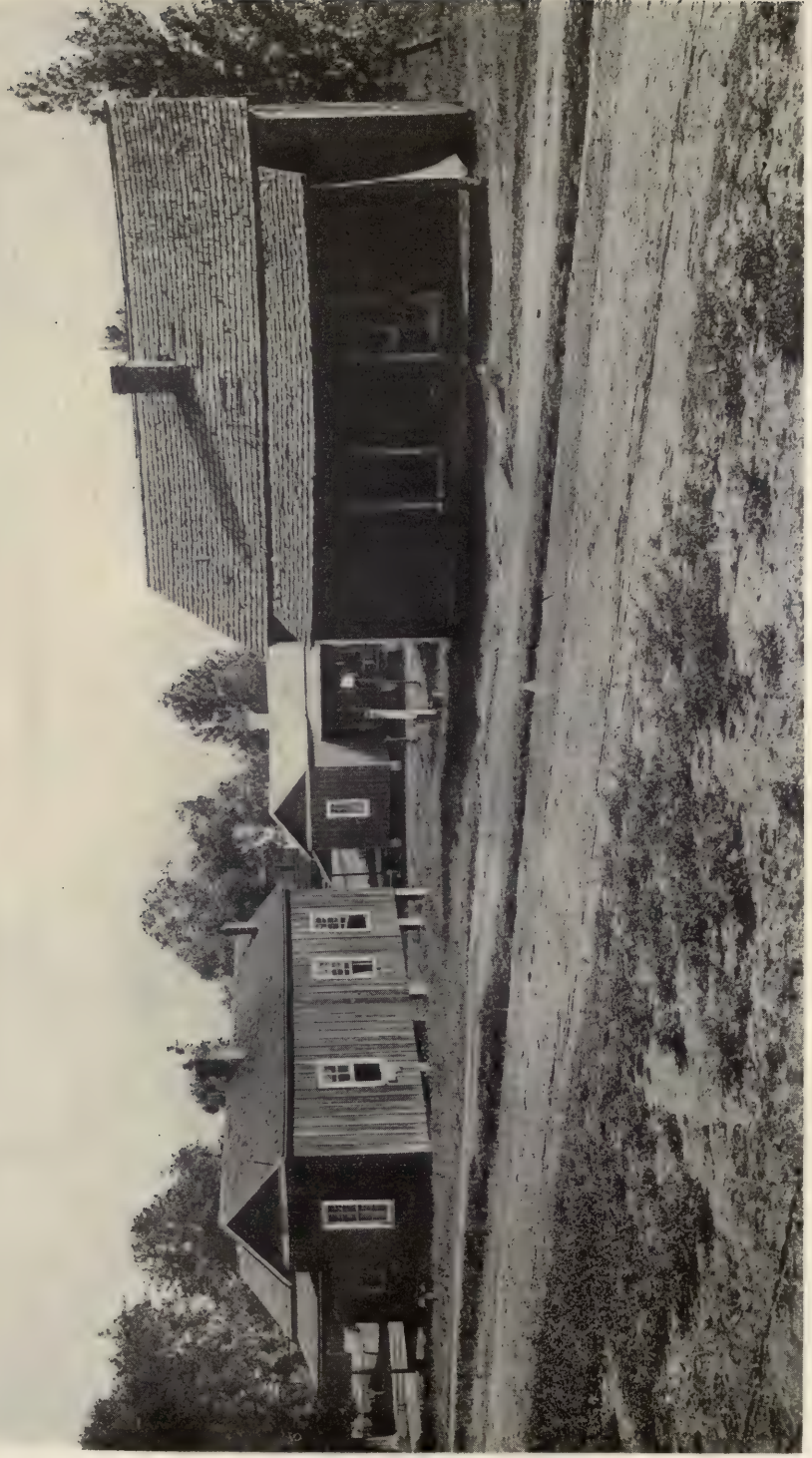
Not only so, but the moral tone of the community is high. Law and order prevail here. There is no rowdism on the streets; no drunkenness in public; no dens of infamy; no places of ill-repute.

There is not an habitual drunkard in Magnolia; nor a professional gambler, nor a common loafer.

Even the negro population—large, as it usually is in Southern towns—is peaceable and law abiding, and, seemingly, imbued with the spirit of civic righteousness.

All the leading denominations are

Negro Cabins, Magnolia, Miss.
Thoroughly Sanitary



represented here--Baptist, Methodist, Presbyterian, Episcopalian and Catholic--and all have creditable houses of worship.

The distance to New Orleans is just 98 miles, and the fast trains of the Illinois Central make the run in two hours and forty minutes. The railroad has been exceptionally good to Mag-

nolia in furnishing superior train service, and there are six trains going south and five going north, which make regular stops.

Taking everything into consideration, there is no better place in the world to live than Magnolia--the BEST, as well as the CLEANEST TOWN IN MISSISSIPPI.

Cleanest Town in Mississippi Campaign

That the award of first place, Class C, in the "Cleanest Town in Mississippi Contest" to Magnolia, is not only gratifying to the people of that growing and thrifty little city, but to the management of the Illinois Central R. R. Co. as well, is evidenced by the following correspondence:

June 12, 1915.

Mr. C. H. Markham, Pres. I. C. R. R. Co.,
1201 Michigan Ave.,
Chicago, Ill.

Dear Sir:

We, the Central Committee for Magnolia, Mississippi, in the recent "Clean Up" contest between the cities, towns and villages in this state, desire to express the grateful appreciation of this entire community to the management of the I. C. R. R. Co., and especially R. S. Brent, agent, and his helpers, Section Foremen J. N. Holmes and Albert Brent, for their splendid efforts in the work which contributed so much in enabling Magnolia to win the prize for being the cleanest town of its class, plus the distinction of being pronounced by the Mississippi State Board of Health the cleanest town in the state of Mississippi.

Very respectfully,

MRS. J. E. NORWOOD,
MRS. R. E. JONES,
J. S. MOORE,
F. C. KORNRUMPF,
C. E. BRUMFIELD,
E. W. REID,

Central Committee.

June 15, 1915.

Mrs. J. E. Norwood,
Magnolia, Miss.

Dear Madam:

I beg to acknowledge receipt of letter dated June 12th, signed by yourself and others constituting a Central Committee for Magnolia in the recent "Clean Up" contest, and am very appreciative of the spirit which prompted you in writing me on the subject. It is gratifying to know that our people were of assistance in the work which enabled Magnolia to gain the distinction of being the cleanest town in the state (which is indeed an honor), and the matter will be brought to the attention of the employees interested.

Again thanking you, I remain,

Yours very truly,

C. H. MARKHAM.



"No ticks on me"



Dairy Cattle near Magnolia

*Magnolia
Miss.*



*It would be an unruly cow that
would not be docile under
such conditions*

Passenger Traffic Department

Little Talks with the Rambler



A Little Dinner Party

I HAVE my belief, even now, that the Rambler was deliberately going to cut me, and only thought better of it when he saw that the Trunk Lady was inclined to vouchsafe to me the common courtesy of a passing acquaintance. It all occurred on Michigan avenue, Chicago, near one of the great hotels that face that famous boulevard; and, of course, when I mention the "Trunk Lady" I refer to she whom we met at the Gulf Coast resort and whom the Rambler slightly assisted, in line with his duty, to recover a lost trunk. She to whom I was introduced as well as the Rambler, but for whom I had ever since thought the Rambler displayed more interest than the simple facts warranted. But after all, I doubt if I really blame the Rambler for that evident temptation to cut me when I recall that I caught him standing before a shop window with two ladies, one of them the Trunk Lady, to whom he was pointing out something about the gorgeous display of ladies' gowns that were temptingly arrayed behind the plate glass. I myself had just turned on to the avenue from off Congress street, and came unexpectedly upon the trio, much evidently to the Rambler's embarrassment. In

turning his head toward one of the ladies in the course of his remarks as to what interested him in that window, he for an instant looked me full in the face, and that he recognized me I am sure by his expression. But he turned quickly away, and would have, I am sure, been only too glad to let me pass along without acknowledgment but for the Trunk Lady herself. She too had seen me, and much to my surprise not only remembered me but gave me a little nod and smile of recognition. Of course, it was then all off with the Rambler's riding a high horse so swiftly by me. So he came down, and after a cordial greeting, at which he professed pleasure at my having so opportunely happened along, introduced me to the other lady and proposed that we four make up a little dinner party. As the ladies rather indicated that such would be agreeable to them, I acceded with an inward chuckle at the Rambler's smoothness in thus dividing his responsibilities as a host. "Case of three being a crowd," I thought to myself. It will be nearer "two is company" for him if in dividing my attentions I unconsciously talk more to the Trunk Lady's friend than to her. In truth, that thought rather pleased me,



Business Section, Magnolia, Miss.



for the friend seemed very charming, whereas I was rather afraid of the teasing proclivities of the Trunk Lady as I had noticed them during her evening's chat with the Rambler at the Southern resort.

As may be imagined, the Rambler led off to one of the famous cafes on the avenue, and we four were soon seated around a table in a cozy corner. For the want of something better to say at the moment, as the waiter was taking our joint order from the Rambler, I asked the Trunk Lady's friend if she resided in Chicago. Before she could reply the former laughingly broke in with, "Of course not! Didn't you catch her name—Miss Ouri? That would indicate she is from the 'show me' state, would it not?" "I'm not from Missouri. I am from Texas!" was the quick but good-natured rejoinder. "I will admit, though," she went on, "that I am being shown as far as Chicago is concerned. It's a funny thing," she added musingly, "that, aside from the pleasure of being with my friend, I should be visiting Chicago purely as a summer resort. I have been to Colorado and to California, in the winter season to Florida, and at different times to most of the principal northern resorts and to the great national parks. I have even included lake and coastwise sea trips in my itineraries. None of them, however, appealed to me this spring when I began to think of my summer holiday. So I cast about in my mind for something new. I wrote to a railroad General Passenger Agent in the southwest, who is a personal friend of mine, for literature pertaining to northern resorts, telling him I wanted to 'go somewhere' and to send me anything he had or could collect for me that would help to a decision. I shall never forget his somewhat whimsical reply," she added with a laugh. "It was to the effect that he would be glad to accommodate me and was in position to do so if I would prepare several shelves in our library book-case to receive samples of literature that he could forward

if I still wanted him to. He said he was well stocked with hotel, steamship and railroad folders from almost every line in the country north of Kansas City, Memphis and Pittsburgh, to say nothing of beautiful booklets expatiating on the beauties and advantages of resorts thickly strewn from California to Maine. I remember a paragraph of that letter that particularly amused me. 'In fact,' he wrote, 'so delighted are we to receive this matter for distribution that we have placed our own advertising folders and booklets under the counter in order that we may accommodate our large army of friends in the north who seem to need help.' But being, as he expressed it, a personal friend of mine, he thought perhaps I might get somewhat confused if he sent me a sample of everything he could, and suggested that I outline somewhat broadly my preferences as to the nature of the resort desired in order that he might make a selection. Of course his letter in the main was jocose, but I saw the point and was thinking the matter over when two things happened that influenced my decision. I received a letter from this Trunk Lady here, saying that she presumed that I would be on my travels shortly and that she hoped I would so adjust my destination as to make her a visit here in Chicago, at least en route. At about the same time there appeared in the Texas daily newspapers an advertisement of the Illinois Central setting forth the claims of your good city of Chicago as a summer resort. I smiled a little on reading it at what I considered was probably a case of looking through rose-colored spectacles on the part of the writer of that advertisement. However, I answered my friend here that I would make her a visit. In the meantime, after telling her of the claims made for her city, I said that the length of my visit would depend upon how I found it as a truly summer resort, the real facts concerning which I meant to investigate for myself if she would be my guide and

chaperon. If Chicago were found wanting I would make plans to push further on, taking her with me."

"Yes," said her friend, "you know that letter of her's set me to thinking. Chicago has been my home all my life, although from time to time I have traveled a great deal. Of course, I know more or less about the city, and you may be sure I am loyal to it. That I take pride in its real material greatness and achievement, but," she added, "do you know, it had never struck me particularly from the resort point of view. I knew and enjoyed its parks, its lake breezes and vistas, its shops, and other features that have come within the routine of my personal life; but just how it could be considered, with my knowledge of a great many so-called resorts, in the light of an out-and-out summer resort was a matter that dawned upon me for the first time. I was really curious to know—to put together this and that and see if the combination made that which would justify the claim. I asked the Rambler about it one day—" "You did?" I impolitely broke in. "then you certainly got the information, and got it right. You're a believer now, I warrant; for give him a chance and he will make anyone believe that a beggar's rags is the same thing as an ermine-lined purple robe of royalty."

"You're very impolite," said the Rambler, "to interrupt the lady, to say nothing of your base insinuation of myself. You know I am never given to drawing the long bow! Of course, I called her attention to the fact that from a climatic point of view it was doubtful if Chicago could be beat during the summer months, having as it has so many delightfully comfortable days with sunny skies and with its cool breezes from off the lake." "Yes," the lady chimed in, "and he also said there was nothing pent up or enclosed about the city; claiming that its wonderful parks and connecting boulevard system, its general up-building on the open order principle, and its vast outlying prairie country flanking its land

boundaries, was an aid to the climatic influence of the lake, as breezes were thus given free circulation from all quarters."

"Certainly," said Miss Ouri, "I was told all that when I got here, but for a few days I still had in mind the thought that as the second largest city of the country and the fifth largest in the world, Chicago must possess certain predominating metropolitan features, such as huge walls of monotonous buildings, that, while they might be interesting in passing, did not seem to be in harmony with the generally accepted idea of a place for an outing where the chief thing to be desired is the out-of-doors life."

"It is to be hoped," I observed, "that you have learned by this time (I understand you have been here now about three weeks) that there is practically no limit to what a Chicagoan and those within its gates can do in the matter of out-of-doors diversion if they go about it in the right way." "That is just the delightful thing about it all," said the Trunk Lady with animation. "I mean the going about of it in the right way. After my talk with the Rambler I made up my mind that I would try to see my home city from a tourist point of view and learn all that there is in it to attract and hold strangers. Hence, with Miss Ouri here, I have been extending my general knowledge along detail lines, both for my friend's sake and my own, and really," she added enthusiastically, "I am surprised myself. Thus far we have been having a beautiful time. The Rambler has taken us to his Country Club several times, where we had some golf and incidentally learned of the many additional golf grounds in the immediate vicinity of the city. We have been motoring and found the several tours that we have already made, delightful from a scenic point of view. We have not yet exhausted the resources in that line by any means, for I am told that within the city alone one can travel over 180 miles of boulevard and park drives."

"Yes," I added, "and you can make

a run of about thirty miles following the lake shore through beautiful suburbs to Fort Sheridan and the Government Naval Training Station; westward you can motor to the Fox Lake and Geneva Lake regions, and to Delavan, Elgin and Aurora; or southward for about 180 miles or more a motor trip can be taken to Starved Rock, Deer Park, and a section of the Illinois River country replete with a historic past."

"Oh! we'll find them all," ("and then some," interpolated the Rambler), "also the lake trips, long and short," continued Miss Ouri. "We have already taken two of the last, and the Rambler has promised to show us Milwaukee if we will take the whaleback steamship trip next Saturday. But what I have most enjoyed so far," she enthusiastically exclaimed, "is what I see and enjoy in your parks and at the bathing beaches. There is where the universal out-of-doors life is enjoyed by apparently all classes of people. And everything is on so large a scale, and so free and untrammelled with petty and annoying restrictions. I have seen many cities and their parks, the most of the latter extremely beautiful, but evidently cherished more as show places than for the unrestricted use of the people. On the face of things you seem to have no restrictions here, and I have yet to observe any apparent abuses. Their golf courses, their innumerable tennis courts and baseball diamonds are free. Their ample boating facilities are at a minimum toll, and, for which 'glory be,' their 'keep off the grass' signs are conspicuous for their absence. And do you know!" she continued, "they are full, these parks are, of the most beautiful nooks and corners. I know this because with my kodak I have gotten out of the beaten paths and discovered them. Really, if gone about in the right way, there is more diversion and more opportunity in your parks and on your bathing beaches alone, for the continuous out-of-doors life than I have discovered in any one resort that I have ever visited before."

The Rambler had evidently become

tired of having no chance to say a word for at least the past three minutes, so he took this opportunity to reply to Miss Ouri by saying: "I quite agree with all that you say, Miss Ouri, and will add that the facilities that you speak of have the additional advantage of not being located in any one spot. Our parks and connecting boulevard system alone aggregates 4,612 acres. The parks are divided into three principal groups in as many sections of the city, and I think you will agree with me that they and the boulevards are most beautiful examples of the best art in landscape gardening. Furthermore, it surely is extremely doubtful if in any city of the world more is done for the pleasure of the people, or that in any other city the people of all classes get more rational and continuous enjoyment out of their parks than is the case with us here. Then you know that in addition to the large parks we have innumerable small community parks, famous the world over, and small municipal parks, playgrounds and bathing beaches. As to the last, the bathing beaches, they are as yet with us possibly in a relative infancy, although even today these beaches are flanking the heart of the great residential districts of the city from 79th street on the south, to Clarendon street on the north. Alternating with these and for fifteen miles north, is also a number of free and private beaches. Fees for bathing suits and lockers are nominal, and if you go to the beaches from your boarding house or hotel in your own bathing suit the lake is free. In this connection I suppose you have noticed that with its location at the foot of Lake Michigan, Chicago is practically a seashore city in every respect, except that the waters that lave its shores are fresh instead of salt. From its beaches and water front one looks out on the same broad expanse and water-line horizon as does one at the Atlantic Coast resorts. With this naturally goes our facilities for lake trips, varying from little local excursions to the parks and beaches to an extended tour of the

Excelsior Hotel



Victor Hotel

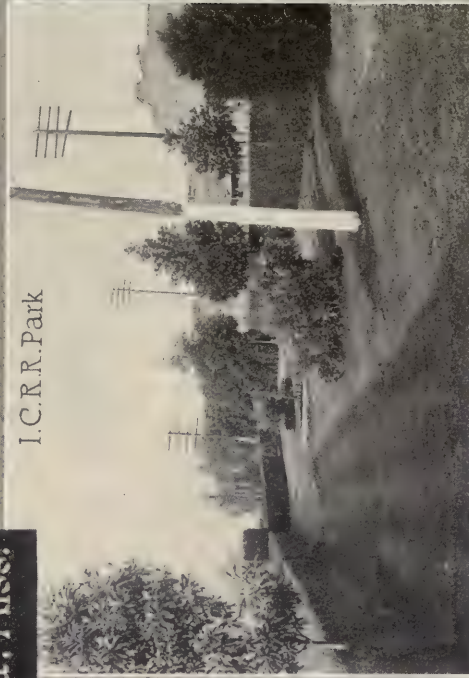


Magnolia, Miss.

I.C. Depot



I.C.R.R. Park



chain of Great Lakes. Among these shorter trips are those of a day or more to neighboring cities such as Milwaukee, Michigan City, St. Joseph, Benton Harbor, South Haven, Holland, Saugatuck, Grand Haven and Muskegon; the steamship service for which is of the best, with efficient up-to-date boats rigidly guarded by the federal authorities against carrying a single passenger over capacity." "That reminds me," said the Trunk Lady, with a little nod of acquiescence to all that the Rambler had said, "when we took one of our lake trips last week I was surprised as to what I saw in the inner, or yacht harbor. I had no idea that the yacht and motor boat interests of Chicago were as extensive as was indicated by the yacht club houses and the fleet of pleasure boats of all sizes and descriptions that was in that harbor."

"It is to be supposed," I remarked to Miss Ouri, changing the subject, "that you ladies have been doing our department stores to a finish and that by this time you are inclined to agree with me that they probably have no equal in the world?" "Oh, no!" she laughed, "we practically have not begun on those yet, we have been saving them for rainy days when we cannot stay out in the open. But he," nodding in the direction of the Rambler, "is going to take us to the larger of them after dinner and obtain a guide for us to be shown over the entire establishment."

"Huh," I remarked with pretended disgust, "don't you believe that all depends upon him whether you get a guide or not. They can be had by anyone for the asking." A little laugh followed this sally and then the Trunk Lady, with goodnatured sarcasm, remarked that she supposed I wanted to know when they were going to visit the Art Institute, the library, the Historical Society rooms, the Academy of Science, the University of Chicago, the Field Museum of Natural History, Hull House, the Ghetto District and the Union Stock Yards. "Well," she continued, "I told Miss Ouri only yester-

day that she would probably have to visit me again this winter for those attractions and for the theaters, operas and high class movies. I foresee that we are going to be too busy out-of-doors to encompass that kind of entertainment during these bright sun-shiny days."

"I wonder," I said, "if under this last head the Rambler has thought to invite you to a baseball game? You know we have three major league baseball teams belonging to the city, and if he has not forestalled me I will invite you all to see either the 'Cubs,' 'Sox' or 'Whales' on the next available date." The ladies thanked me and said they would accept that invitation, details to be arranged later. Being greatly elated at thus getting, so to speak, at least a foot hold on the ground floor with the Rambler, I then suggested that I would also be glad to introduce them to some of our numerous summer and amusement gardens. At this they smiled and mentioned two that they had already visited, and added that they were booked for a third that evening. The Rambler said nothing, but I saw by the little smile lurking in the corner of his mouth that he knew more or less as to with whom they had taken in those attractions.

But Chicago as a summer resort was not the only subject of conversation as we progressed from soup to ice cream through the courses of that little dinner. The ladies were highly imbued with grace and vivacity, the Rambler was at his best, and I behaved as well as I could with my mind full of wonder at the resources of the Rambler in the matter of being agreeable with the ladies, for, as a bachelor, I had rather put him down as one who rather avoided their society except from a purely professional point of view. But he demonstrated at that dinner that at least he certainly was not a woman hater, and from little evidences from time to time, some of which I have already mentioned, it dawned on me that with his many other

versatile traits he was also a most enjoyable companion and entertainer with the fair sex. But like all good things, the time arrived for the breaking up of our party, at which I remarked, as an implied compliment to the Rambler's evident energy during the past three

weeks in seeing that his friends had a good time, that I supposed of course he had shown the ladies the Young Women's Christian Association Building down the avenue. "We had just come from there when you met us," was the Rambler's quick reply.

The Things That Count

ON October 13, 1914, at four o'clock in the afternoon, I was on a Lake Shore train half way between Erie and Cleveland. I was looking idly out of the window and speculating on who was winning the fourth game in the world series between the Boston Braves and the Philadelphia Athletics.

I was wishing I knew the score.

Suddenly the door opened and the conductor appeared. He was a stout and good-humored conductor. He looked down the car a moment and then sang out: "The score is three to nothing in favor of Boston, last half of the sixth." He had got the word from a telegrapher in a station we had just left.

The men passengers (and some of the women) glanced up, smiled, got interested, and fell to talking baseball. But the point was this—the conductor had given out some real news. It interested and pleased the passengers. It opened up a topic that helped pass away the time; and mark this—nobody told him to do it. His duty was simply to collect tickets and look after his train—that was all. By doing that and no more he was sure of his job and his pay. He didn't have to rush into a telegraph station, ascertain the ball score, and then spread the news to a lot of strangers without charge.

But he did.

It was a little thing, but it meant much to the passengers.

No one, I think, thanked him; but

the act was appreciated. He got no promotion from it, but he contributed to the pleasure of the journey.

I do not know that conductor's name.

I might not recognize him, if we met again.

No memorials will be raised to him; but he was thoughtful, and went out of his way to do a little more than he was paid to do.

It is from among the ranks of those men and women who do a little bit more than they are paid to do that the leaders of the world are recruited. It is the men and women who do a little bit more than they are paid to do who make life easier for all of us.

It is the men and women who are thoughtful and do a little bit more than they are paid to do who help prolong our lives and make us glad.

It is true that they do not always get their proper monetary reward; but please take note of the fact that they are very much more apt to get it than those folks who are constantly figuring on doing a little bit less than they are paid to do. And MOREOVER, NEVERTHELESS, and NOTWITHSTANDING—the person who does a little bit more than he is paid to do is somehow happier than his brother who thinks only about himself.

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Improvements at Mattoon, Ill.

By Assistant Engineer, E. L. Crugar

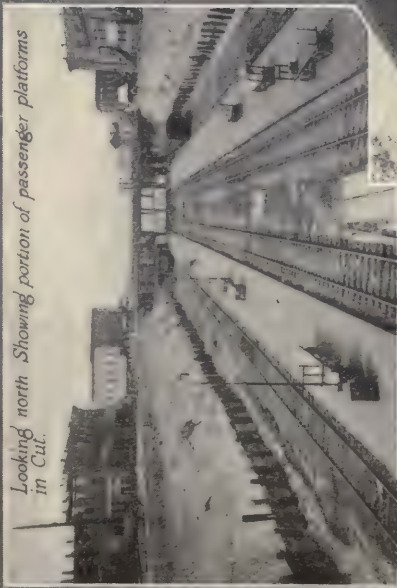
THROUGH mutual agreements with both the city of Mattoon and the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., the Illinois Central Railroad Company is about to bring to a successful conclusion a piece of work in that city, which, by reason of the direct benefits derived by both railroads and the city, is one of the most important improvements it has undertaken in recent years. The work included the separation of a dangerous grade crossing with the Big Four Railway, a crossing where four Illinois Central tracks crossed two tracks of the other road; the elimination of a grade crossing of the Illinois Central main line and its Indiana Division by the substitution of four wye connections; grade reduction by means of depressing its tracks through the city and by reason of such depression the greatest good of the whole work was accomplished in the removal of ten dangerous street crossings at grade and in their places overhead bridges provided for at convenient points, selected by the city. The plan also provided for the erection of a handsome commodious passenger station to be used jointly by the Big Four and the Illinois Central Railroads. A further addition to the scope of work embraced in this undertaking was the relocation and enlargement of freight house and freight facilities.

Actual work was started in the early part of 1914 with the construction of new freight house and tracks. The old freight house which had stood for many

years was located in an inaccessible place north of the Big Four crossing, and because of the growth and increasing business of the city, had long ago become inadequate for the volume of business handled at that point. A modern fireproof freight house, amply large now and with provision for future increase in size and capacity, was erected on the southwest corner of 18th Street and LaFayette Avenue. This location is near the business district of the city and is of easy access to the business interests thereof. The new freight facilities are provided with ample house tracks and team track room and driveways thereto. In fact, there is no place on the road that is equipped with freight facilities superior to those now at Mattoon.

The work of lowering the tracks in order to pass under the streets and the Big Four Railway required the removal of 450,000 cubic yards of material consisting mainly of blue and yellow clay. The contract for this excavation was awarded to Mr. J. D. Lynch, of Monmouth, Ill. Two steam shovels were started, one at the north end and one at the south end about April 1st, and these shovels worked continuously until the last one finished on November 30th, averaging about 1,500 cubic yards of material per day for each shovel. The east half of the cut was removed to grade first, after which trains were put on the new tracks in the bottom of the cut and the west side of the cut removed. During the progress of the shovel work tem-

Looking north Showing portion of passenger platforms in Cut.



Looking south, showing east side of cut with temporary traffic tracks.



Grade Reduction

Looking north. Showing north end of cut after Grading was completed.



through Mattoon Ill.

De Witt Av. Bridge. Showing type of bridge being constructed to carry streets over tracks.



porary bridges were maintained at Shelby, Richmond, Broadway and Charleston Avenues, and every effort made to cause as little inconvenience to street traffic and the citizens of Mattoon as possible.

When traffic was thrown onto the tracks in the cut, temporary station facilities, including stairways, platforms, baggage elevation and baggage and express rooms were provided in the vicinity of the Big Four crossing. It is an interesting fact to note that during the progress of the work two main tracks were kept in service and there was no delay to traffic. There was necessarily some unavoidable inconvenience to the citizens of Mattoon because of interruption to traffic on streets, but they showed their appreciation of the efforts being made to reduce the annoyance to a minimum, which was of great assistance to the company in carrying out the work.

As soon as the excavation had reached the point where the bridge work could start, a contract was made with the Bates & Rogers Construction Company, of Chicago, for the erection of the bridges as required by the city at De Witt, Champaign, Richmond, Broadway and Charleston Avenues.

These bridges are in accordance with the most modern design and will be constructed throughout of reinforced concrete. They are all made amply wide with driveways and walks in conformity with the street approaching each particular bridge. Particular mention is made of the one to be constructed at Broadway Avenue. This bridge will be constructed the same width as the street on each side, that is, 100 feet. There will be a 50-foot driveway with 25-foot walks on each side.

The contractors started work on these bridges last fall and constructed a portion of DeWitt and Charleston Avenues, but owing to freezing weather, were forced to suspend the work until spring. The work was resumed as soon as the weather permitted, and is progressing to an early completion.

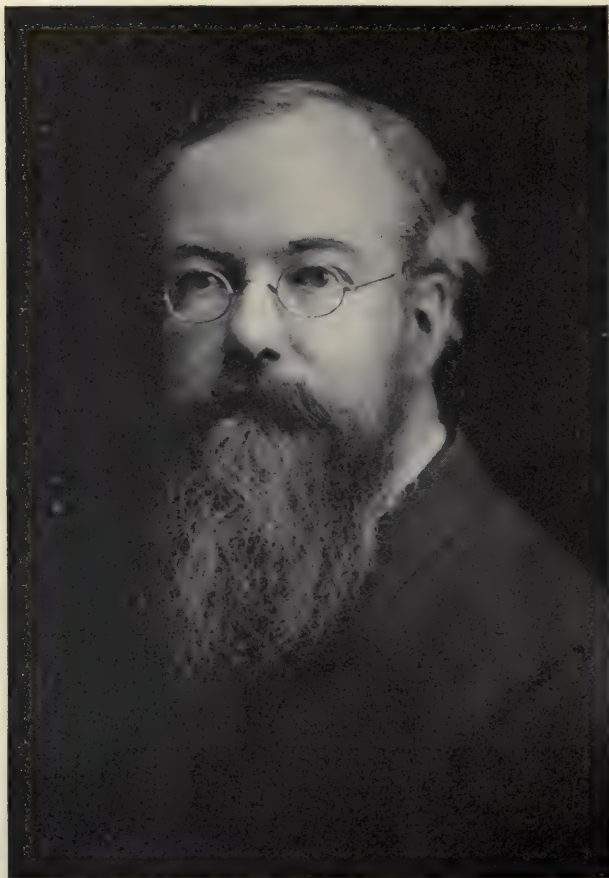
A 24-inch sewer has been installed on the east side of the cut, extending from Broadway Avenue north to the north end of the cut with a smaller connection extending south to La-Fayette Avenue. To this line of sewer has been connected all the city sewers on the east side of the cut and catch basins constructed at short intervals in the cut so that ample provision is made for carrying off the drainage.



Showing C. C. C. & St. L. Crossing and Union Depot Before Work Was Started.

From the
Law Department

Biographical Sketch No. 15



CHAS. O. BAILEY.
Local Attorney at Sioux Falls, S. D., Since 1887

THE lines of the Illinois Central Railroad Company were extended into Sioux Falls, South Dakota (then Dakota Territory) in the fall of 1887. The legal formalities attendant upon acquiring the right of way and construction of the railroad were attended to locally by Charles O. Bailey, of

Sioux Falls, who has ever since represented the Illinois Central as its local legal representative in South Dakota. Mr. Bailey was born in Freeport, Illinois, July 2nd, 1860, and is the oldest son of the late Judge Joseph M. Bailey, of the Supreme Court of Illinois, who, prior to his accession to the Bench,

was, from 1865 to 1877, the attorney for the Illinois Central at Freeport. Mr. Bailey was educated in the Public Schools at Freeport, and at the University of Rochester, New York, from which latter institution he graduated in 1880. He studied law in Chicago, in the Law Department of the Chicago & Northwestern Railway Company, and was admitted to the Bar in 1882. He has practiced in Sioux Falls since the spring of 1887, and is the senior member of the firm of Bailey & Voorhees, which is one of the oldest and largest legal firms in South Dakota. Mr. Bailey was elected District Attorney of his County in 1888, but re-

signed before the completion of his term, and has never since sought any political office. His law library is considered the largest in South Dakota, and one of the largest private law libraries in the country. Mr. Bailey is a Thirty-third Degree Mason and Past Grand Commander Knights Templar of South Dakota. As local attorney for the Illinois Central, he takes considerable pride in the fact that in the entire twenty-eight years of his service, the road has been obliged to pay but one judgment, and that in a Justice of the Peace case involving less than fifty dollars.

Recent Commerce Decisions

Panama Canal Act.—Since the service by water here in question is being operated in the interest of the public and is of advantage to the convenience and commerce of the people, and since a continuation will neither exclude, prevent nor reduce competition on the route by water, the ownership by the Chicago & Erie Railroad Company of certain tug boats, barges and other equipment used on the Chicago River was held not to be in violation of law. —Application of C. & E. R. Co., 34 I. C. C. 218.

Extra Charge for Reconsignment.—"Following the principle applied in Central Commercial Co. v. L. & N. R. Co., 27 I. C. C. 114; 33 I. C. C. 164, and Doran & Co. v. N. C. & St. L. Ry. Co., 33 I. C. C. 523; held, that the Louisville & Nashville Railroad Company should permit the reconsignment and diversion of carload shipments of lumber in transit from Reids, Ala., to Cairo, Ill., at Nashville and other points on its line, to Quincy, Ill., on the basis of the joint rate from Reids to Quincy plus a maximum charge of \$5.00 per car for the extra services incident to the diversion."—Powell-Myers Lumber Co. vs. L. & N. R. Co., Unreported Opinion 2076.

Lowrey Tariff.—Action of Wabash R. R. Co. in proposing to discontinue its absorption of switching charges in the Chicago switching district on hay has been sustained, the Commission following its opinion in Board of Trade of Chicago vs. A. T. & S. F. R. Co., 29 I. C. C. 438, where it was held that the failure of five carriers to absorb switching charges on grain delivered to Chicago industries off their lines, while absorbing such charges on other commodities, did not constitute unlawful discrimination.—Rates on Hay to Chicago, 34 I. C. C. 150.

Defeating Interstate Rate by Rebilling.—In Kanotex Refining Co. vs. A. T. & S. F. R. Co., 34 I. C. C. 271, it was held: "The lawfully established interstate rate applies on shipments first billed to an intermediate point within the state of origin and then rebilled to the intended destination in an adjoining state, this plan having been devised for the sole purpose of getting the traffic through to interstate destination at the rates applicable to and from the intermediate point, the sum of which was materially less than the through rate for the through service."

Reparation.—The Commission is confined in the making of awards of

reparation to the injury or damage sustained by those who are the real and substantial parties at interest. Reparation was here denied to the Board of Trade for account of its members who were not damaged.—Board of Trade of Kansas City vs. C. M. & St. P. R. Co., 34 I. C. C. 208.

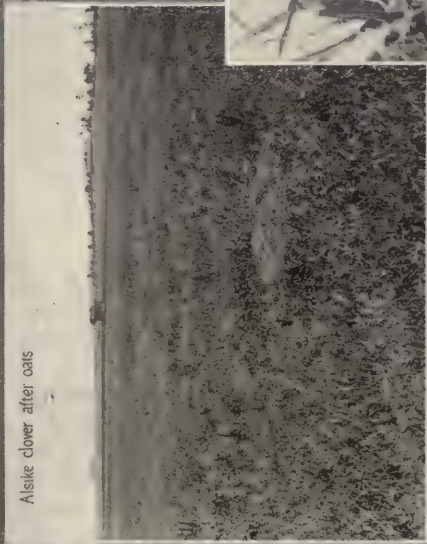
When Acceptance of Improper Reconsignment Order is Analogous to Misquoting a Rate.—"Complainant ordered a shipment reconsigned, provided the lowest rate between original point of origin and final point of destination would apply. Reconsignment was effected and lawful charges, higher than those which would have accrued at the lowest rate from point of origin to final destination, were collected. Held, That the case does not differ materially from one involving merely a misquoted rate. Complaint dismissed."—Reeves Coal Co. vs. C. M. & St. P. R. Co., 34 I. C. C. 122.

Protecting Potatoes Against Frost.—Rates ranging from 4 to 7 cents per 100 pounds for protecting potatoes against freezing in transit were held to be reasonable and not unjustly discriminatory. The rules here approved provide, in other respects, as follows: In order to protect shipments of potatoes from damage on account of frost, shippers should either provide such protection or request the carriers to do so. If the shipper elects to provide such protection, "temporary lining or false flooring, or both, also stoves, fittings, and fuel for same, sufficient to properly protect the shipment," is required to be "furnished and installed by shipper and at his expense." Free return of the linings, false floors, stoves, and other material, via the route over which the shipment originally moved, is provided for when such articles are delivered to depot at destination and billed to the point of origin. Provision is made for free carriage of an attendant each way, with one of more carloads, via almost all routes. . . . The rules further provide that when heater cars under heat were reconsigned after arrival at

original destination a reconsignment charge would be made of \$4 per car, plus \$1 per car per day for heater service during the entire time the car was held for reconsignment.—Albert Miller & Co. vs. N. P. R. Co., 34 I. C. C. 154.

Concerning the Furnishing of Necessary Equipment.—In *Pennsylvania Paraffine Works vs. P. R. Co.*, 34 I. C. C. 179, the majority opinion of the Commission (Commissioners Clark, Clements and Harlan dissenting), is that it has power to require carriers to furnish all necessary equipment, both ordinary and special, upon reasonable request; that what is a reasonably adequate car supply is an administrative question of which the Commission alone can take original jurisdiction; that a shipper's request for cars especially suited for the transportation of his products (in this instance petroleum oil) would not be reasonable if the cars must be prepared for shipment in a manner peculiarly within the technical knowledge of men connected with that industry, or if the movement of the commodity is a dangerous operation which can be safely performed only by men engaged in its production; that the shipment of petroleum products in tank cars does not call for such technical knowledge as would render unreasonable the complainants' request for the furnishing of these cars; that from the standpoint of economy to the shipper, consumer and railroad, tank cars are the only proper cars to use in the shipment of petroleum; that one of the tests to be relied upon in determining the reasonableness of a shipper's request for cars is found in the volume of his shipments in the past, due allowance being made for the growth of his business; that all cars used by carriers, whether owned by them or leased from private car lines or from shippers, must be distributed without discrimination; that whatever transportation service or facilities the law requires a carrier to supply, it has a right to furnish; and that in this instance the railroad is required to furnish a sufficient number of tank cars.

Alsike clover after oats



Pecan trees and Lespedeza



New Magnolia



2 of 26 silos on farm



Hereford cattle
on cut-over land





ALWAYS SAFETY FIRST

Safety Meeting

Held at Memphis, Tennessee, Friday, June 4, 1915

PRESENT

- J. M. WALSH, Terminal Superintendent,
S. J. Hays, Terminal Train Master.
W. H. WATKINS, Master Mechanic.
B. J. FEENY, Terminal Traveling Engineer.
GEO. WEST, General Yardmaster.
R. R. NETHERCOTT, Assistant General Yardmaster.
W. F. LAUER, General Foreman.
J. A. RYAN, Yardmaster
J. R. BURNS, Chief Clerk to Terminal Superintendent.
F. J. THEOBALD, Chief Clerk to Master Mechanic.
L. S. WHITTEN, Chief Yard Clerk.
H. S. MILLS, Assitant Chief Yard Clerk.
P. H. WILZINSKI, Clerk.

Meeting called to order by chairman, and the following subjects discussed:

TRESPASSING

Chairman called attention to amounts paid out for personal injuries, comparative figures showing an unusual large expenditure in that direction—special mention being made of the trespass evil, wherein trespassers were injured jumping on and off trains, and that the idea carried by many that the company was not responsible on account of injured parties being trespassers, was a very expensive one to entertain for the reason that in nearly all of those cases trespassers secured judgment in large amounts from the company.

Action. It was decided that everything possible would be done to instill into the minds of the public the care necessary around railroad tracks, and that railroad right of way being private property of the railroad, should not be used by them as a roadway.

SHOPS

Master Mechanic stated that injuries for period June to May had decreased from 67% to 37%—that all machinery was now protected and that a shop Safety Committee makes regular visits about the premises with view of remedying any condition they find which might cause an accident. Also when an employe was injured this committee immediately makes a thorough investigation regarding the cause of same—that is, whether it was defective machinery, tools or carelessness on part of the men.

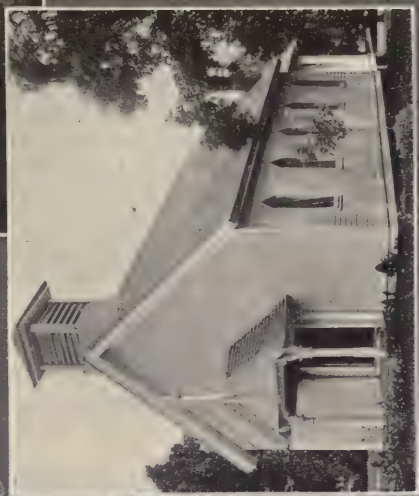
STATION PLATFORMS

It was stated baggage, mail, express and news company trucks were being left on loading platforms so close to the track as to endanger train employes, as well as the public.

Action. Station master and baggage master advised as to the trucks being



Churches, Magnolia, Miss.



left so close to tracks as to create risk to employes or passengers about the platforms, and they were instructed to make report as to what action they took to prevent possibility of injury from this source.

EMPLOYES' TRAIN

Question of employes jumping on and off of moving trains brought up, special mention being made regarding the employes' train; also employes riding on platforms of coaches on employes' train.

Action. The dangerous practice of jumping on and off of employes' train or cuts of cars, moving, must be stopped and each employe is going to be asked to set an example for the other employes by not jumping on or off of moving trains or cars, and where employes are found that continue this practice after they have been informed that same must be stopped it is the intention to relieve them from service because they not only incur risks themselves but set a bad example for other employes. Coaches on employes' train carry notice to this effect and bulletin has been issued covering.

It was also decided that a committee be appointed to go through the train each morning on the 6:30 run, making the round trip at which time practically all of the employes could be reached, and announce that this practice must be discontinued. Following committee selected:

J. M. Walsh,
S. J. Hays,
W. H. Watkins,
B. J. Feeny,
R. R. Nethercott,
L. S. Whitten.

BACK-UP MOVEMENTS—GRAND CENTRAL STATION

It was stated that back-up passenger movements were being made into the station with flagmen in charge of tail hose and passengers allowed on platforms. It was thought that back-up movements should be handled by the conductor personally, and no passengers allowed on platforms while movement was being made.

Action. Station Master notified that back-up movements into Grand Central Station, by this company and tenant lines, should be in charge of conductor.

CINDER PIT PROTECTION

Question of cinder pit covers was brought up, it being stated that all pits had not as yet been covered.

Action. Superintendent Terminals stated this work was being looked after and that it was the intention to cover at least one pit per month, and effort would be made to cover two pits, until all were covered. Roadmaster was instructed to cover the third pit at Nonconna—two being covered; and three pits at Memphis to be covered.

FOOT BOARDS—SWITCH ENGINES

Question of having foot board on switch engines in two parts, instead of one long piece as now, discussed at length, it being stated that as it is now if board was struck on one end and man standing on other it would no doubt throw him off, in addition to damaging the entire board; whereas, if it was in two pieces it would only damage the side on which it struck. It was thought that the very smallest space possible to permit coupling of switch engine to road engine carrying pilot should be made. This to lessen danger of men stepping in between the boards.

Action. Committee appointed to investigate and report at next meeting.

ROUNDHOUSE ROOF

The Memphis roundhouse was built at a time when only the small engines were in use, and as a result now when a large engine comes into the house they extend so close to the roof that men cannot work on top of engines without feeling the effects of gases which gather underneath account no ventilation, and it is feared men might be overcome with these gases and fall from engines. Roof now being repaired, but question of manner of ventilation not settled.

Action. Superintendent will take up matter of completing repairs to the roof, and arrangements will be made for proper ventilation.

LIGHTS—STATION PLATFORMS

It was reported that lights on the platforms at Grand Central Station were not always burning on arrival of train No. 1.

Action. Station Master notified to have lights burning when train No. 1 arrives, and see that they are kept burning until after train departs.

ENGINES

Attention was called to space between tank and engine on some of the switch engines being too close, especially on a curve, but at the same time it was standard.

Action. Master Mechanic and Traveling Engineer instructed to look into that feature and make recommendation, if necessary, to increase size of end sill to enlarge opening between cistern and engine cab.

HANDLING EXPLOSIVES, INFLAMMABLES AND OTHER DANGEROUS ARTICLES

Car of oil was noted standing opposite one of our large engines under steam.

Action. Brown Hoist removed car to safe place. Trainmaster instructed to handle with Yardmasters and Foremen with regard to prompt placing of oil at store room, where it can be unloaded, and not allow oil tanks to stand near locomotives.

POWER HOUSE COAL BIN—NONCONNAH

Attention called to space between coal bin and car was not sufficient to clear a man.

Action. Roadmaster instructed to investigate track centers and if necessary equalize space between tracks and coal bin to provide best possible arrangement. Also that sign be painted on each end of coal bin to the effect that persons must not go between car and coal bin on account of the clearance.

SCRAP

It was stated considerable scrap was noted between the tracks in various yards, which caused car inspectors to consume considerable more time in inspecting cars.

Action. Roadmaster and Supervisor instructed to make all headway possible in cleaning up between the tracks.

Master Mechanic will again re-issue instructions about car inspectors removing car scrap from between tracks where light repairs have been made.

SWITCHES

It was reported switch stand was on wrong side of track at Nonconnaah, where employes were getting on and off employes' train, which might cause them to fall over it.

Action. Information given Roadmaster, who put switch stand on other side of track.

Switch stand in center of bridge at Iowa Ave. Subway, "middle lead,"

was considered dangerous, and it was thought switch light should be placed on top of girder and pipe connection made so switch could be operated from end of girder, thereby preventing necessity of men going to center of bridge to throw switch.

Action. Superintendent will take up with Roadmaster and have plan prepared and, if possible, locate switch stand lever beyond the girder.

TRACK CENTERS

Track centers in A Yard, Nonconnah, out of line.

Action. Roadmaster and Supervisor asked to complete this work as early as possible according to the plans for defining centers.

Track between scales and outbound lead A Yard, Nonconnah, not sufficient to clear a man standing between same to check trains passing.

Action. Roadmaster will be instructed to investigate track centers at that point and see what adjustment can be made.

MISCELLANEOUS

It was stated employees at Nonconnah, when going to catch employees' train or transfer cuts, crossed under, between and over cars on different tracks to reach these trains, without any regard as to liability of cars being moved, and that the practice was a very dangerous one.

Action. All members present will caution employees about necessity of being careful and stopping practice of that kind.

No further business, meeting adjourned.

Safety Meeting, Minnesota Division

Held at Dubuque, Ia., May 3, 1915

PRESENT

W. ATWILL, Superintendent.

H. G. DUCKWITZ, Trainmaster.

H. G. BROWN, Trainmaster.

C. C. KUNZ, Commercial Agent.

N. BELL, Master Mechanic.

T. QUIGLEY, Roadmaster.

P. E. TALTY, Chief Dispatcher.

W. L. ICKES, Traveling Engineer.

W. B. SIEVERS, Agent, Dubuque.

B. L. BOWDEN, Agent, Waterloo.

S. KERR, Agent, Cedar Rapids.

R. E. DOWNING, Division Store Keeper.

J. T. TAIT, Claim Agent.

M. B. BURKE, Special Agent.

B. A. PATRICK, Division Claim Clerk.

J. DUNKER, Signal Supervisor.

C. W. LENTZ, Supervisor B. & B.

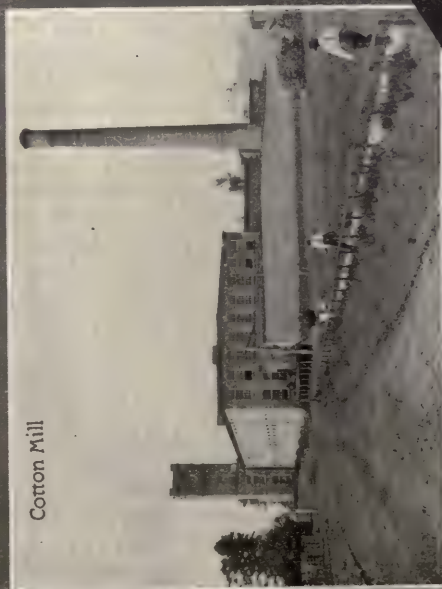
J. W. SIMS, Road Supervisor.

J. CAREY, Road Supervisor.

L. N. GUNSTEAD, Road Supervisor.

IN OPENING the discussion on this subject records were produced which showed that a remarkable reduction had been made in injuries to persons in the Transportation Department, while an increase was shown in both the Mechanical and Maintenance of Way Departments. It was the opinion of all present that this could only be explained by the fact that the Transportation Department had been giving the matter more attention than the other two Departments. However, we started a special campaign in these two

Cotton Mill

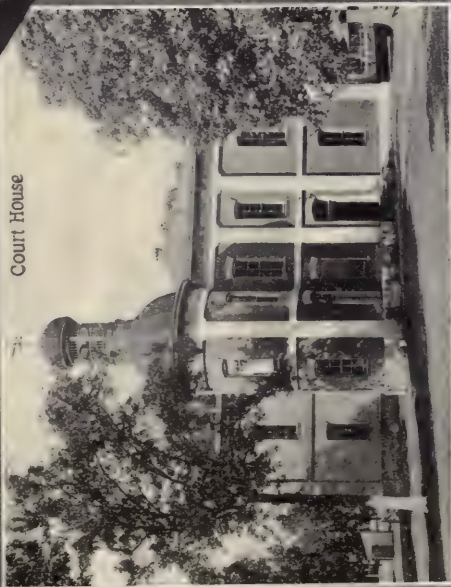


Oil Mill

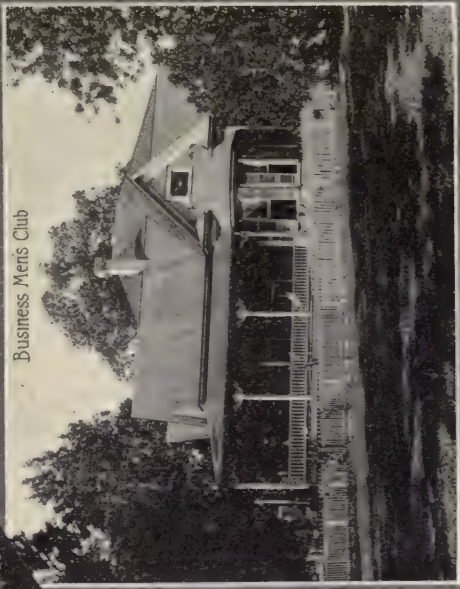


Magnolia, Miss.

Court House



Business Mens Club



departments March 1st, and nothing is being left undone to instill safe practices into the minds of all employes, and thereby eliminate avoidable injuries.

In the past there has been a great deal said to Section, and Shopmen about "Safety First," but few instructions or suggestions were given them as to the safe methods that they should pursue. The majority of these men are foreigners, or illiterate Americans, and they cannot be expected to take the initiative and think out safe ways of handling work assigned to them. It is incumbent upon their superiors to do this and then carefully instruct the men. This, all of our Foreman have been instructed to do. The Roadmaster, Master Mechanic, Supervisors and Shop Foremen will follow up, hold meetings with Foremen as frequently as possible and at these meetings the different classes of work will be discussed, the safest method of handling will be determined, and all men instructed accordingly.

It is also thought that photographs showing the proper way to handle the various duties assigned to these men should be issued and posted in conspicuous places around Shops, Camp Cars, Tool Houses, etc.

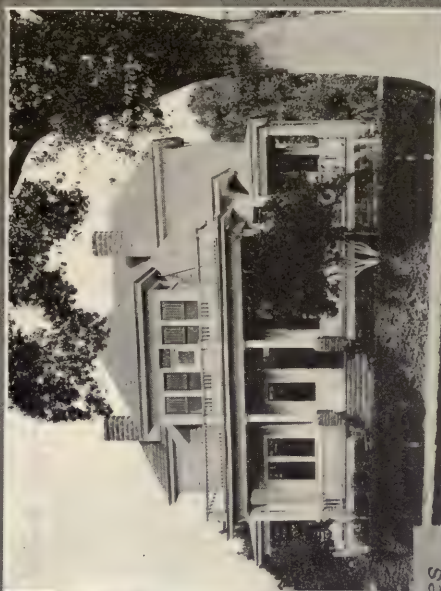
It is also suggested that instructive placards be printed in the language of foreign laborers and posted in a like manner. The foreigners pay little attention to instructions printed in English, but take a great deal of interest in those printed in their own language. This is emphasized by the interest they took in the placards issued several months ago, in different languages, concerning the methods used by certain Labor Agents. It is safe to say that every foreign laborer was thoroughly familiar with the information given. If we can get out similar "Safety" placards, there is no question but what a great deal of good will result.

We have also arranged to designate two men with each Section Gang, Extra Gang and Shop Gang, as the gang's "Safety Committee." One of them will be a foreigner who appears to have the most influence with men of his nationality. It will be the duty of these two men to assist the Foreman in seeing that safe practices are followed.

It is our earnest desire to bring the Mechanical and Maintenance of Way Departments up to a point where they will at least equal the Transportation Department in this important movement. While doing so, the Transportation Department will not be neglected.

It was brought out in the discussion of this subject that we are having a great many injuries to Road and Mechanical Department men caused by defective tools. This is especially true in the Road Department in the work of cutting rail. The chisels and mauls are not properly tempered, the heads batter, pieces of steel fly, strike employes and cause injuries, which sometimes are of a serious nature. It is thought that these accidents can be eliminated if a better grade of tools were furnished, and that the decrease in expense brought about in this manner would more than offset the additional expense incurred through the purchase of very best grade of tools obtainable. We recommend that this be given serious consideration, especially in so far as mauls, chisels, and similar tools which are subject to hard usage, are concerned.

Another matter of importance referred to was claims presented by employes on account of rupture. It is the consensus of opinion that the company is not responsible for many such injuries, but that weaknesses of this nature prevail at the time men enter the service. It is our recommendation that Company Surgeons make a very careful examination of all applicants for ruptures. If we let such men enter the service, and they later claim to have received an injury of this kind, it is almost impossible to disprove their statement, and the fact they passed a successful physical examination at the time they entered the service certainly gives them some winning evidence in case of court procedure.



*Residences
Magnolia, Miss..*





OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,

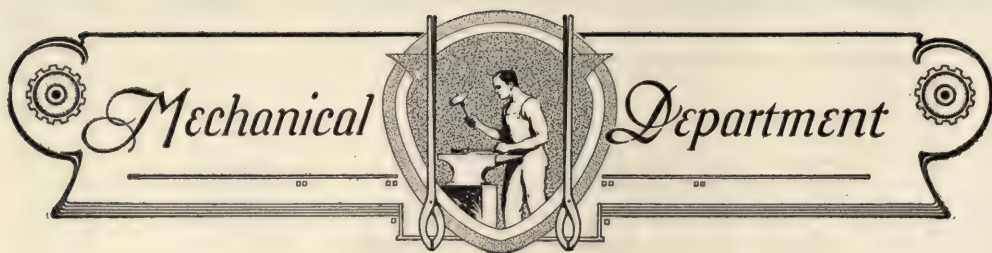
Chicago Ill.

Will you please send me an application blank for the purchase of I.C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



Mechanical Progress

By O. Kinsey, Tool Room Foreman

A SURVEY of the Burnside Shops of the Illinois Central Railroad cannot fail to impress the observer of the immensity of modern railroad business. Many mountainous problems are encountered which require original methods in handling.

The past ten years have been epoch making in locomotive development, which has revolutionized shop practice and taxed to the utmost the present equipment.

In the Burnside Shops a complete re-arrangement of machinery has been found necessary in order to expediently handle the heavier power and its appurtenances.

Most of the heavy duty machinery has been equipped with motor drive in order that frictional losses may be reduced to the minimum in the transmission of power, and secondly to permit unobstructed crane service.

This re-adjustment of the shop to conditions has obviously entailed an enormous amount of work. However, when finally completed the saving of labor effected will greatly off-set the expense.

The Burnside Shops are a striking example of modern railroad shop cleanliness. Unlike many large shops of this class, much attention is given to the matter of pleasant working conditions, sanitation and safety precautions.

The management believes that windows are made for light and that good light is essential for good work, other-

wise there would be no excuse for having same. The shop windows are kept clean and the walls and ceilings are white-washed regularly, making working conditions pleasant, and inviting to the better class of workmen.

Much attention has also been given the Safety First movement throughout the plant. This important work is taken care of by a committee to whom all unsafe conditions are reported. This committee under the leadership of a chairman makes a monthly inspection of the entire plant and has authority to handle all matters pertaining to Safety.

On the first of each month a meeting known as a Shop Crafts meeting is held in the office of the Shop Superintendent. The membership is made up from the several crafts and appointments made by the workmen themselves.

The object of this organization is to harmonize the management and employees, and bring to light any dissatisfaction or grievance if any exist.

It also tends to create more loyal service making each man feel that he is more than a cog in the big wheel, thereby encouraging his best efforts and causing him to look out for the many little details which cause waste of material, etc.

Many valuable suggestions originate in the Shop Crafts meetings, and the genuine interest and co-operative spirit shown is most gratifying.

Tonnage Rating and Rating of Locomotive

By W. O. Moody, Mechanical Engineer

IN presenting this subject, we are confronted with two facts which influence the character of the article, the abundance and variety of literature bearing upon it coupled with its presentation by speakers who have specialized upon it or its details. In consequence, the following is more in the nature of a narrative touching upon the historical, practical and somewhat of the technical as influencing the practical:

It is well understood by all motive power officials that increase in tonnage per locomotive mile cannot be accomplished without recourse to some form of equating this tonnage to each class of locomotive in accordance with varying car weights and to have the tonnage handled over the line at a practical minimum speed.

The calculations for determining the tractive effort of a locomotive as well as the resistance of grades is within the limits of fundamental mechanical formula but the variable resistances which are without these rules are the ones most difficult to arrive at. The rules governing the resistance per ton of freight on curves varies with different authorities while in that covered by speed, we find greater conflict among the authorities. For example: At a speed of ten miles per hour, one authority calculated the resistance in pounds per ton at 0.584 while another gave this as high as five pounds.

Reliable authorities maintain that the resistance of freight cars within the limit of five to thirty miles per hour does not increase as speed is increased. An extensive series of tests conducted by the University of Illinois to determine this important question developed the fact that under the conditions of their tests, the resistance does increase as the speed increases. Some years ago, the average gross weight of freight cars averaged 40 tons and the table below was taken from the University of Illinois bulletin giving the resistance of a car of this gross weight in pounds per ton at the speeds shown:

| Speed in Miles per Hour. | Resistance in lbs. per ton. |
|-----------------------------|--------------------------------|
| 10 | 4.7 |
| 15 | 5.1 |
| 20 | 5.5 |
| 25 | 6.0 |
| 30 | 6.6 |
| 35 | 7.2 |
| 40 | 7.9 |

Investigating the practice of various railroads, we find that there is a practical agree-

ment as to the speeds of freight trains. One road has adopted, on low grade lines, a schedule speed of 12 to 15 miles per hour while on high grade lines, they reduce to from 10 to 12 miles per hour with an actual running time of 20 miles per hour. On the ruling grade, they maintain a speed of 8 miles per hour unless the grade is longer than 2 miles and then the tonnage is adjusted to permit the engine to maintain a speed varying from 10 to 12 miles.

The adjustment of tonnage to satisfy lower temperatures varies but there is a practical agreement on the percentage basis.

A fixed rule in this regard, except in northern latitudes, presents some difficulties in application as there may be a radical difference between temperature of the two terminals at the time of the run or a local storm midway of the division calling for reduced tonnage.

It was early discovered that the tonnage of a locomotive was affected by the train length, the disturbing factor being light or partially loaded cars and this resulted in the adoption of the five ton rule, a crude method of equating which read as follows:

"When one-half or more of a full train consists of empty cars, five tons must be added to stencil light weight of each empty car for wheel friction. When less than one-half of the train is empty, no allowance will be made for wheel friction."

We will take an example to illustrate its operation, selecting for the purpose an engine with a rating of 1,950 tons. The proposed train will be made up in the following order:

| | |
|---|--------------------|
| 30 empties at 12 tons..... | 360 tons |
| 31 loads at 50 tons..... | 1550 tons |
| — | — |
| 61 cars TOTAL weight..... | 1,910 tons, actual |
| Rating for engine..... | 1,950 tons |
| This leaves our engine, 40 tons short of its assigned tonnage, and as but fifteen tons is allowed above or below this, we must rearrange the train by cutting out two loads, the result of which will cause the number of empties to exceed one-half our train, and allow an addition of five tons to each of these cars. Our train will now appear thus: | |
| 30 empties, 12 plus 5—17 tons..... | 510 tons |
| 29 loads at 50 tons..... | 1,450 tons |
| 59 cars, TOTAL weight..... | 1,960 tons |
| Actual tons hauled..... | 1,810 tons |

Loss in tons150 tons
By the clever manipulation of this rule, we actually handle 150 tons less than schedule,

but were credited with an overload of 10 tons, an efficiency of about 101 per cent.

This rule, however, cannot be indicted for partiality, as like a double edged sword, it is capable of cutting both ways, as determined by conditions. An engine with a rating of 2,000 tons leaves the yard with 1,960 tons and picks up two 50-ton loaded cars in order to fill out its rating, but as this results in the number of loads exceeding the number of empties, the readjustment of tonnage becomes necessary. The additional 100 tons would result in a train weighing 2,060 tons, but the application of the 5-ton rule in this case reverses conditions and the engine is credited with only 1,910 tons; or, in other words, by an increase of 100 tons, our train weighs 50 tons less than when we responded to the switchman's go ahead signal.

Original train—

| | |
|-------------------------------------|------------|
| 30 empties at 12 plus 5—17 tons.... | 510 tons |
| 29 loads at 50 tons..... | 1,450 tons |

| | |
|------------------------------------|------------|
| 59 car train, weight, by rule..... | 1,960 tons |
|------------------------------------|------------|

| | |
|-----------------------------------|------------|
| 59 car train, weight, actual..... | 1,810 tons |
|-----------------------------------|------------|

Final train—

| | |
|----------------------------|----------|
| 30 empties at 12 tons..... | 360 tons |
|----------------------------|----------|

| | |
|--------------------------|------------|
| 31 loads at 50 tons..... | 1,550 tons |
|--------------------------|------------|

| | |
|-----------------------------------|------------|
| 61 car train, weight, actual..... | 1,910 tons |
|-----------------------------------|------------|

| | |
|-------------------------------------|---------|
| Loss in tonnage, 1960-1910, by rule | 50 tons |
|-------------------------------------|---------|

| | |
|----------------------------------|----------|
| Increase in tonnage, actual..... | 100 tons |
|----------------------------------|----------|

The fundamental idea of equated or adjusted tonnage for locomotives is to have each train, regardless of length, offer the same resistance, which is well within the tractive power of the locomotive, as previously determined by calculation supplemented by experiment.

There would be no occasion for adjusted tonnage if all cars were of one weight and capacity, and always received their full load, but such is not the case.

The loss in tonnage by reducing on long trains is more than compensated for by the additional tonnage handled when freight is being moved in large cars loaded to their full capacity. For example, an engine on a grade of 26 feet per mile would be rated at about 2,400 tons with a train of 64 cars, but if this train was reduced to 39 cars, it would negotiate this hill with 2,800 tons, an increase of 400 tons per train.

The preceding paragraphs refer only to that rating which concerns the transportation department and the finances of the company, as affected by tons of freight hauled per year, the most important factor under consideration by the operating department of railroads. There are other

ratings compiled for the purpose of determining the relative performance of engines by class and service, which are known as engine miles and ton miles, the latter being the product of the miles run by tons hauled, exclusive of the engine. The ton mile does not give an accurate account of work performed by the engine, unless the loading is assigned to the engine on the adjusted basis, giving equal resistances to each train, and not fully under these conditions, unless the speed is taken into consideration recording the ton mile hours or ton miles per hour. The actual work which the locomotive performs can be recorded only when the three fundamentals which determine the amount of coal and water consumed, are taken into consideration, viz.: miles run, tons hauled and average speed in miles per hour made during the run.

The stationary engineers lead the railroads in this particular, as they record the horsepower developed while we record the load handled, disregarding the amount of resistance imposed upon the locomotive by speed. The equivalent of the stationary engineers' horsepower for the locomotive is the draw bar horsepower developed at rear of tender, and is equal to the tractive power multiplied by the speed in feet per minute, divided by 33,000—the number of foot pounds in one horsepower—but as the tractive power per train cannot be obtained, a fair approximation is represented by ton mile hours.

The efficiency of the locomotive as a revenue producer places it under the jurisdiction of the highest authority—earnings—and this is materially reduced by high speed of freight trains unless the nature of the commodity demands it.

Consider the standard, or the 100 per cent, freight engine of the road and calculate the reduction in tractive effort with increase in resistances for units of 10 miles per hour ranging from 10 to 40 and secure figure for thought.

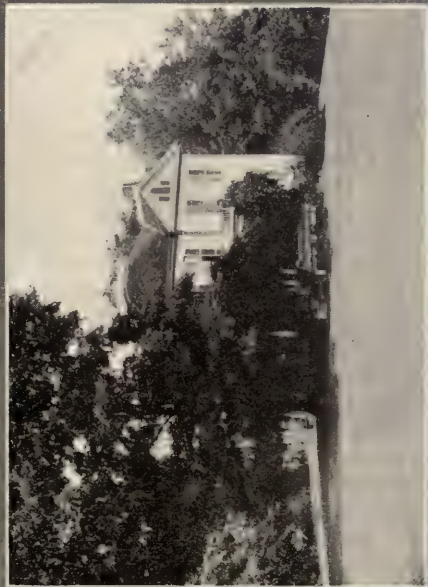
At 10 miles per hour with 0.5 per cent grade resistance, the tractive effort of a selected engine will be 50,856 pounds, while at 30, it is but 26,693, or 51.7 per cent.

The total resistance of the engine including wind pressure is 2,819 pounds at 10 miles per hour, while at thirty, it has reached 3,014 pounds.

On the other hand, the horsepower which at 10 miles per hour was 64 per cent of the total, has risen to 100 per cent at 30 miles and is one of the factors which keeps nearly a parallel course with the coal consumption.

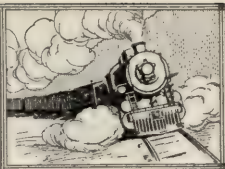


Residences, Magnolia, Miss.





TRANSPORTATION DEPARTMENT



The Regime of Today

By T. L. Dubbs

PROBABLY no word is so often misapplied or more generally misunderstood than the word efficiency.

The technical definition of the word efficiency is "The ratio of useful work to energy expended." More plainly speaking it means doing what is to be done in the quickest and best manner with an expenditure of a minimum amount of energy.

Efficiency is not a new proposition. It has existed under various titles for ages, but has not been given any great amount of attention or prominence until recent years.

Some of us endeavor to make use of it from a theoretical; others from a practical standpoint. The best results are obtained by the use of a proper proportion of both, associated together, for the reason that theory is imagination; practice a knowledge of actual performance.

It is impossible for us to remain stationary, for the reason that the world is moving forward; therefore we must advance or we must retrograde.

It has long been a well known fact that a large percentage of the potential heating power of coal passes from a locomotive into the atmosphere without its energy being utilized, owing to the fact that no one has yet been able to produce a combustion chamber and the accessories necessary to conserve all of the heat units contained in the coal which are released during the period of combustion. The same can truthfully be said of the human machine, for few, if any of us, realize our inherent power and therefore we pass

through life producing only a small percentage of our possible attainment. Figuring upon this basis, the loss sustained by humanity and the world in general is beyond our power to compute.

One of the prime causes for failure to obtain results commensurate with our possible potentiality is the fact that we accept conditions as we find them; in other words, continue in a rut formed by those who have preceded us without devoting sufficient time to a careful and thoughtful analysis of the problems which we are required to handle each day.

Every man possesses genius to a greater or a lesser extent; to develop it requires exercise. This power can be developed by thinking out original ideas applicable to one's present line of business, proving them practically sound; then putting them into effect.

Our endowments are our own to cultivate. If we fail to do so and to take advantage of our opportunities, the loss is our own and we should not blame luck, the world, or anyone in it for our failure to succeed.

We should make it a plan to think seriously about our work or duties, devoting sufficient time and study to the proposition not only to understand it thoroughly, but to improve upon present methods. By so doing we will learn that much of the work we have heretofore performed with difficulty can be dispatched with ease by applying the new methods we have thought out. Work heretofore considered a task will then be regarded as a pleasure.

The greatest pleasure we can experience comes to us from the knowledge of having performed our duty to the best of our ability.

This world usually pays a man what is due him; occasionally there are exceptions to this rule, due to a possible unfortunate combination of circumstances; but generally speaking, such conditions exist only temporarily and if our efforts are prompted entirely by honorable and trustworthy motives, we will eventually receive that which is justly due us.

The problems which we are called upon to solve embrace all lines of endeavor and every man in the service of the Railroad, from the one who tamps the tie to the president, is concerned.

The departmental idea must be eliminated when a subject is being considered, for due thought must be given to how it will affect the whole or any part of the Railroad and it must not be viewed from the narrow standpoint of one particular organization, plant or division.

Co-operation should be the watchword. Little or nothing of consequence can be accomplished by one person without the assistance and moral support of his business and social associates.

Our Management realizes this and they are constantly working toward the end that the Railroad, its employees and the public, may become more

closely identified, each aiding and co-operating with the other and thus attaining that high degree of efficiency which is so much to be desired.

Every officer and employe should feel a just pride in being associated with an organization which is working together to improve the general condition of the system upon which they are employed.

No obstacle or combination of obstacles can continue to exist when assaulted by men who are impelled by such a motive.

There are officers and employes whose duties bring them into constant touch with the public, and the Railroad is measured by their deportment, both in a business and a social way, and a favorable or unfavorable impression is created accordingly.

An opportunity should never be overlooked which will advance the interests of the Company employing, either by increasing its business or creating an attitude of friendliness among its patrons and the people residing adjacent to the property.

The Management can and do exert their efforts continually along these lines, but the employes by exercising their prerogatives can do more to bring about a desirable condition than can the officers.

All great men whom the world has known have performed service. The more arduous the service the greater the man and his reward.

What We Need

By B. A. Porter, Supt.

LONG years ago, to be exact; in the year of our Lord 1884, Superintendent Frye disembarked from Train No. 6 at Okolona, Miss., a division terminal on the Mobile & Ohio. This was our new Superintendent's maiden trip; he was three days behind the notice of his appointment, and his movements were therefore watched

with more than usual interest. Up to this time we had jogged along in a nice easy gait during the eight months' experience of the writer as a railroad man. It required about one minute for the aforesaid Frye to introduce himself to Agent Allen, Chief Clerk Cox, Yardmaster Brown, and the other fifteen or twenty lesser lights who

helped to run up an unnecessarily heavy pay roll at this important station.

Superintendent Frye spent three hours on this trip, and if ever a station and yard and roundhouse organization got a trimming Okolona did on this fatal day. I got a promotion. When Frye landed we had a nice "kid" organization. Billie Griffin, messenger boy, Scrap Morris, caller, Skinny Porter, car checker. When Frye left Skinny Porter was Assistant Chief Clerk, and had assigned to him the duty of delivering messages, calling crews and checking cars, and to his salary of \$30.00 there was added \$15.00, which had formerly been paid to Operator Scales by the Government because the negro porter took the maximum and minimum temperature and rainfall; for this increase the new Assistant Chief Clerk was to be on hand at 2:47 a. m. to ticket an early morning train and check baggage.

Mr. Frye also pointed out the fact that 10 per cent of the links and pins scattered around the yard would last us about one month, that the ink on hand would run the Auditor's office for one year, that the stationery would supply Mobile, Meridian and Cairo for one-half year, that we had three warehouse, and two cotton trucks more than were needed, that the water tank had been running over for two hours, the pump still running, and the pumper asleep; pointed out many other unnecessary expenses, and wound up his short stay by stopping two truckers and weighing their load of inbound freight with the result that 220 pounds moving on a 72c rate was added to the revenues.

After Frye left the "kid" organization held a call session. Billie Griffin and Scrap Morris voted "strike"; Skinny Porter stuck on his new position as Assistant Chief Clerk, voted not to tie the road up, and as a result lost one tooth and had one eye blackened for being a traitor.

Twenty-five years healed this breach and the last time the aforesaid Porter

visited his early haunts Attorney Griffin in a \$5,000.00 touring car took him for a ride and pointed out his 3,000 acre prairie plantation, and also the handsome residence of Dr. Morris, who was away for the summer in Canada.

The Assistant Chief Clerk, no longer "Skinney," as his belt measure is now 46, plods away and thinks of Frye every day.

Superintendent Frye was correct so far as the necessity for economy was concerned, but in the application of the plan there was no permanent up-build, as we have on our line under the present management. Under his system there was no investigation to determine the needs; things were seen to be wrong and instantaneously one or more employees lost out. No one dared to think and suggest; everyone lived in dread as to what would befall him next. The constant desire which is now shown on the part of 90 per cent of our employees to want to help make everything just a little better, the pride we feel for working for what, we at least, believe to be the best railroad in the world, was lacking. No appeal to pride, no co-operation, no partnership arrangement, no infusion of that greatest of all lubricants, where men are a part of the great machine, GINGER.

What has been accomplished in the past few years on our line is only an index of what we can do. If every employee could only know how loyal, efficient work is appreciated the battle is won. Parsimony is not the thing desired. One spike or bolt on each section saved, one less scoop of coal for each fireman, one less pencil each week for each station, one less rubber band, one less pint of oil, a little care and one less drawhead, a little hurry-up and one hour overtime saved; this list might be drawn out a sufficient length to fill our Magazine. Every employee competent to hold his job three months knows when his work is 100 per cent, and this is the mark to be attained.

While we are neutral in the conflict their potatoes so they can be skinned
 now raging in the Old World, we do to save the waste of paring.
 doff our hat to a nation that boils Let's all of us follow this example.

Office of Supervisor of Signals

Staff Meeting Held at Carbondale, May 16, 1915

PRESENT

- P. G. PENDORF, Supervisor of Signals.
- R. C. BINGHAM, Signal Inspector.
- J. SHADWICK, Signal Foreman.
- E. E. GODDARD, Repairman.
- C. L. KRUGER, Maintainer.
- W. REICK, Signalman.
- J. O. BRADY, Maintainer.
- J. WEILS, Maintainer.
- F. TOLIN, Maintainer.
- J. E. COLEMAN, Maintainer.
- J. RADER, Maintainer.
- A. RADER, Maintainer.
- C. E. FERRELL, Maintainer.
- GEO. McKEOTHEN, Maintainer.
- J. E. BETHEL, Maintainer.
- O. CAMPBELL, Maintainer.
- T. A. DOUGHRE, Maintainer.
- F. KENNEDY, Maintainer.
- H. R. WASMER, Maintainer.
- S. SPECK, Maintainer.
- C. ANDERSON, Repairman.
- J. GOODWIN, Repairman.

THIS meeting was called to order at 2 p. m. and closed at 5 p. m., in Supervisor of Signals' Office. Topics discussed: Handling of signal lamps, B. S. C. O. and track battery, the keeping of tool houses in clean and orderly condition, the handling of B. S. C. O. relieved battery renewals, inspection of batteries and signals, the renewing of trunking locations by Signal Maintainers when new steel has been layed, thereby relieving the expense of extra labor, also the discussion of the number of extra battery jars each Maintainer should keep in stock, the adjustment of switch boxes and lastly, "SAFETY FIRST."



ILLINOIS CENTRAL

—AND—

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 12

COURTESY

It is the desire of this company that its employes be courteous.

Leave the grouch out of your work and

Let affability take its place.

In your contact with the public you will find that

Nothing irons out anger so quickly as courtesy, and that

Only those who are polite and obliging, as a rule, succeed.

It is essential, therefore, that this be not forgotten—

Soft answers turn away wrath.

Courtesy

Eliminates

Naturally

The

Refractory

Animosities.

Let all Illinois Central employes keep this in mind.

COURTESY



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

Vacation Health Hints

WITH the advent of warm weather and the consequent closing of the public schools comes the thought of leaving the home for a sojourn in some other region, possibly the visiting of some distant friend or a sojourn to the seashore or leaving the city for the cool country. The tried office clerk, the weary train master, stenographer, and the worried official wishes to leave their cares for a time to spend a part of the hot summer months in some shady rural retreat. Too frequently the realization of this happy anticipation is a hasty return to the city and a long stay in the hospital, to be followed, perhaps, by the death of some loved one. Much of this may be avoided if reasonable care is exercised in the choice of the place to spend the summer months.

Ordinarily the questions which are asked when one is seeking for such a place include the character of the food and beds, the extent and nature of the social life, the temperature of the air, the shade and the opportunities for bathing. All of these are important, but they are of secondary consideration as compared with the question of the healthfulness of the locality in which it is intended to spend the warm months. Therefore, in choosing a summer residence the first thing to have in mind is the sanitary environment in which this time is to be spent.

Every autumn there is an increase in the number of typhoid fever cases in the cities and when this is investigated it is frequently found that they are

simply cases which have been imported from the country, or occurring in people who have spent their vacation in the country. Persons have left the city in search of health, and, as they are accustomed to think that health may be obtained and maintained best in the country, they accept it without question as the place to get health.

Bowel disturbances and typhoid fever are diseases which summer tourists frequently contract; therefore, it is always well to bear the avoidance of these diseases in mind in choosing a summer residence.

Intestinal disturbances are often produced by a change in the water supply. A water heavy in salts may irritate the intestinal tract if drunk in large quantities, but it would be wise to look into the source of all water supply at any or all summer resorts. Typhoid fever is a disease of man. The germ which causes it, the bacilli typhosus, leaves the body of the person sick with the disease in the discharges and when these are taken by a well person, a secondary case of the disease is caused. The germs of typhoid fever are carried from the sick to the well, in the water, milk, and food and by flies and on the fingers. If one does not take into his system the bacillus of typhoid fever he does not get typhoid.

At the present time typhoid is essentially a disease of the country, because in the country the opportunities for the transference of the germs of the disease from the sick to the well are

greater than in the city. Therefore, in the choice of a place to spend the summer one should inquire into the occurrence of typhoid fever in the community in which it is intended to stay, and one should determine the opportunities which exist there for the carrying of the germs of typhoid fever from the sick to the well visitor.

Inasmuch as diseases are contracted from the drinking of contaminated water, it is very important that all drinking water be carefully selected. Since the germ is carried in the discharges of persons sick with typhoid fever, a careful inspection should be made of the toilet facilities. A place which has a surface privy to which the domestic animals and fowls have free access should not be chosen. Places which have a pit privy or a cess-pool situated only a short distance from a well should be avoided. Places which take their drinking water from streams which receive the drainage from outhouses or other buildings should likewise be regarded with suspicion. Other things being equal, places having a water supply from artesian or deep wells should be given the preference.

Unscreened toilets, because of the flies, and because of the chance which these insects have to pick up germs of typhoid fever therein to carry them to the food supply, are particularly dangerous. It is equally important, both for the comfort and health of the guest, that the house should be well screened.

In the choosing of a place for a summer residence, consideration should always be given to the milk supply and if it is found, as is too frequently the case, to be from dirty, fly-infested stables, in which dirty cows are milked

by dirty hands, it is best to give the place a wide berth.

Another danger to be avoided is the mosquito. This pestiferous insect infects people with malaria by biting them and injecting the germ as it bites. Therefore, when a place of summer residence is chosen, it should not be an unscreened house, nor should it be in a swampy region, nor in a locality in which there are small pools of water well adapted to the breeding of mosquitoes.

But a word of warning should be given our readers as they travel to this summer home. Avoid people who are sickly—who cough habitually—at least do not allow such to cough or sneeze in your face or near you. It has been proven beyond dispute that this fine spray thus thrown off has the germs that may gain entrance into your person through your nose or mouth.

Do not eat fruit sold at uncovered fruit stands, without first washing or peeling it. Do not eat from dishes used by other people unless washed in boiling water. When going to a cooler climate be sure to carry heavy clothes, as the nights are unusually cold and such garments are needed.

Now, a climate which embodies all the above is an ideal summer resort. The City of Chicago offers all the above—with a competent health board, good drinking water, fine shade and a fine body of water for bathing and on which most delightful boat rides can be had at all times of the day or evening, public parks to delight you and the Museum, where all kinds of animals can be seen, and the public libraries—are a delight to all.

We cannot too strongly urge you to spend your vacation in the great city of Chicago.

Letter of Appreciation of Treatment Received at the Hands of the Hospital Department

Chicago, May 19th, 1915.

Dr. G. G. Dowdall,
Chief Surgeon, Chicago, Ill.

Dear Sir:

Just a few lines to express my appreciation for treatment afforded me while a patient at Mercy Hospital.

I cannot find words to express my gratitude for the excellent treatment and attention given me by yourself and staff; also, I must not overlook mentioning the excellent and efficient Nurses and Attendants at the Hospital.

In conclusion, I might add that the benefit which I have received from the I. C. Hospital Department can only be repaid by praise and good wishes, and the amount I contribute toward its support each month is one of the greatest investments I ever made.

Again thanking you and your staff, I am,

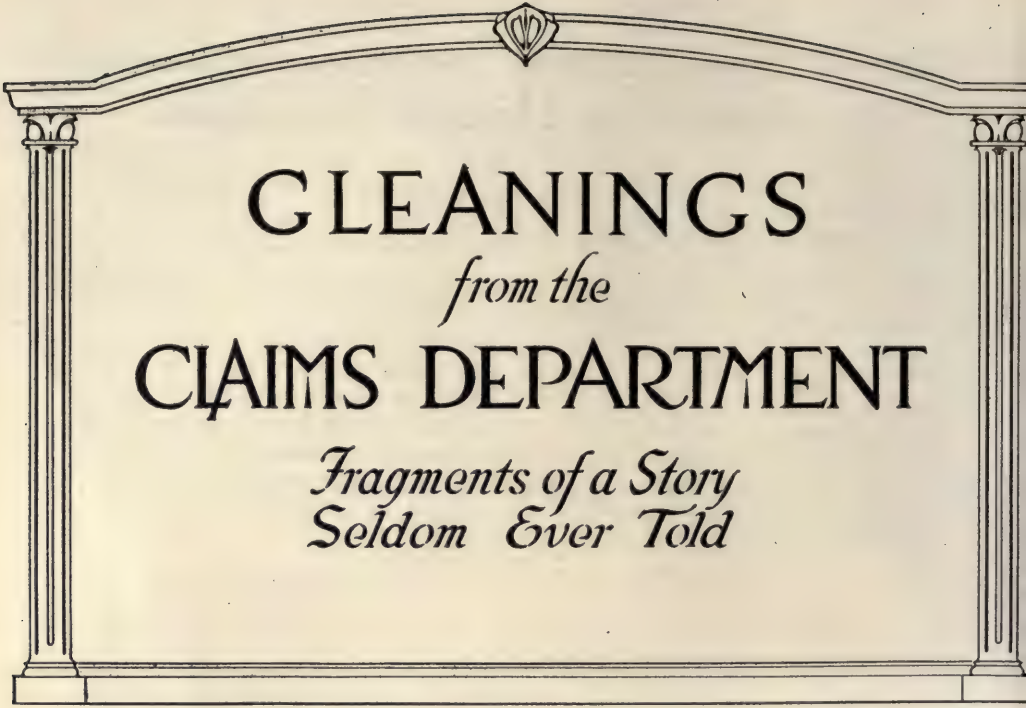
Yours very truly,

L. E. HOWARD,
Schedule Inspector.



- | | | |
|------------------------------|---------------------------------|--------------------------------------|
| 1. H. C. Boehmler, Engineer. | 3. J. Poland, Engine Inspector. | 4. J. E. Nihlean, Gen'l Yard Master. |
| 2. S. M. Hull, Engineer. | | 5. J. A. James, Eng. Messenger. |

WATERLOO, IOWA



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

REDUCING LITIGATION

The illustration which appears elsewhere in this Department of the Magazine, entitled, "Swat the Fly," seems appropriate in view of the splendid manner in which personal injury suits are being reduced all over this system.

Four counties in Mississippi, namely, Hinds, Yazoo, Lincoln and Warren, have in recent years furnished the great bulk of personal injury litigation arising in Mississippi against the company. The following statement shows the status of personal injury litigation in those counties on June 1, 1915, as compared with the same period two years ago:

Number of suits pending in Hinds county June 1, 1913, 71, as against 21 June 1, 1915, or a decrease of 70.5 per cent.

Number of suits pending in Yazoo county June 1, 1913, 15, as against 6 June 1, 1915, or a decrease of 60 per cent.

Number of suits pending in Lincoln county June 1, 1913, 25, as against 8 June 1, 1915, or a decrease of 68 per cent.

Number of suits pending in Warren county June 1, 1913, 145, as against 13 June 1, 1915, or a decrease of 91 per cent.

DEATH OF L. L. LOSEY

Former Chief Claim Agent L. L. Losey died at St. Luke's Hospital, this city, at 8:10 o'clock p. m., June 25, after an illness of about ten days. The funeral was held at the family residence at 2322 Calumet avenue, Sunday afternoon, June 27, and was largely attended. The remains were taken to Nashville, Tenn., accompanied by relatives and friends, and were interred on the following Tuesday.

Mr. Losey was the Chief Claim Agent of this system for more than twenty years, but retired from active service about five years ago. He was on the pension list at the time of his death and, until the last, took a deep interest in the affairs of the company.

The Claims Department of this system was organized by Mr. Losey and was ably conducted by him during the many years that he was at the head



L. L. LOSEY.

of it. He had a large acquaintance among the officers and employes of the company, and his friends were legion. He served as President of the National Association of Railway Claim Agents and in other positions of prominence in claim work. Among the railway claim agents no man in the country had a wider acquaintance and none stood higher in their esteem.

WILL LOCOMOTIVE ENGINEERS PLEASE TAKE NOTICE

The Aberdeen District of the Illinois Central, running from Durant to Aberdeen, penetrates a section where there is perhaps more live stock to the acre than in any other portion of Mississippi. In this section a great deal of attention has been paid to improving the breed of stock, and this has been going on for a number of years. The waylands on this district are unfenced. There is no part of the line where enginemen are required to be on the lookout for live stock more than on the Aberdeen District. To show that locomotive engineers can do a great deal

toward reducing the killing of stock it is but necessary to state that Engineer George Allen, of the Aberdeen District, who has made daily trips during the past two years, has during that length of time killed but one animal. When asked for an explanation as to why he had only killed one animal in two years, Engineer Allen stated that he not only preached, but he also practiced, the principles of "Safety First." He said he thought any locomotive engineer could, by the use of care and precaution, avert the killing of stock except in rare instances. We trust that locomotive engineers all over the system will try to emulate the example set by Mr. Allen in the matter of killing live stock on the track.

AN INTERESTING CASE

Walter Fisher, an old colored man, sued the owner of a garage down in Mississippi, in the Circuit Court of Tallahatchie county, alleging that the owner of the garage had negligently and wrongfully injured him.

Fisher was driving a buggy up a steep hill on the main street of Charleston. He was on the right side of the road, where he had a right to be, and was pursuing the even tenor of his way in a careful and cautious manner. A negro chauffeur for the Red Star Garage, driving one of the garage cars, was going down the hill on the left side of the road, and when he got within about 60 feet of the buggy occupied by the old negro, he called to the driver to turn out. The horse was turned out and the front wheels of the buggy followed, so that the automobile could drive between it and the edge of the road or bank, but the rear wheel of the buggy did not quite clear the automobile and, consequently, there was a collision, in which the old negro was thrown violently out of the buggy. The testimony in the case, which was tried at Charleston, Miss., showed that his right wrist was sprained, left hand injured and a hernia, from which he was already suffering, aggravated to a considerable extent. The owner of the



automobile testified that the chauffeur was inexperienced and an incompetent driver; that the brake on the car was worn out and of no service, and that he had known for some time it was in that condition, but in spite of that permitted the car to go out to carry passengers. The case went to the jury, which returned a verdict for \$50.00 in favor of the plaintiff. One of the attorneys in the case made the statement that if he could get such a case as that against the railroad, his fortune would be made.

RIGHT OF WAY FIRES

Claim Agent M. B. Rothrock, of Mattoon, has contributed the following:

I am handing you herewith a comparative statement of right-of-way fires occurring on the Indiana Division during the years 1913-14; showing some splendid results obtained:

| District | 1913 | 1914 | Reduction in Number of Fires | Per Cent |
|--------------------|------|------|------------------------------|----------|
| Peoria | 101 | 32 | 69 | 68 |
| Mattoon | 377 | 164 | 213 | 56 |
| Indianapolis . . . | 97 | 38 | 59 | 61 |
| Effingham | 194 | 94 | 100 | 51 |
| Total | 769 | 328 | 441 | 56 |

The districts are in charge of the following Supervisors:

John C. Crane—Peoria district.

J. L. Pifer—Mattoon district.

G. A. King—Indianapolis district.

T. J. Flynn—Effingham district.

To whom special credit is due for this great reduction in the number of fires occurring during the year 1914, although it is said the greatest drought in seventeen years prevailed over the territory traversed by this division.

We should not, however, overlook the part taken by the Section Foremen in their watchfulness to discover and extinguish fires, thereby limiting the damage and loss which would have otherwise resulted. This decrease was brought about by vigilance on the part of these men, the plowing of fire guards, etc. This demonstrates that much can be done in the matter of pre-

vention of the starting of fires and likewise much can be done in the matter of limiting the destruction of property when a fire does occur.

It is the practice of our foremen to request the farmers to stack and shock their hay and grain a reasonable distance from the right-of-way. If they are unwilling to do it, they will generally give the foremen permission to move it, also to burn fire guards, which is frequently done, and losses are not only reduced but saved entirely. In my interview with farmers, I have requested them when gathering their corn in the fall of the year to, when possible, gather that along the track first. Our right-of-way, for the most part, is very narrow and special attention has been given to inducing farmers to plow fire guards, and while it is true, it creates more or less of an inconvenience when it is necessary to have to drive over them in gathering or cultivating crops, a great many positively decline to plow them or permit them plowed in their fields, we are meeting with better success each year.

There has been an unwarranted antagonism on the part of the farming community toward railroads augmented by failure, too often, in the past to give their claims and grievances proper attention; and other causes. To overcome this:

We must get acquainted with them.

We must cultivate them.

We must prove to them that we desire to treat them on a fair and square basis.

That we are neighbors and friends.

And if we will do that, my faith in them is such that I am convinced we will be able to adjust our differences without trouble and with proper regard for the rights of both sides.

When we shall have broken down the prejudice due to misunderstanding that has prevailed in the past, I feel warranted in saying the vast majority will join hands with us in an effort to prevent the killing of stock as well as the starting of fires and I feel, then, in order to bring about these results, all

of us must treat them courteously, pay proper regard to their rights, correct their grievances, which in many instances are well founded, settle their claims on a fair and equitable basis even to the extent of liberality, where they have come forward and assisted us in the prevention of fires by plowing guards, removing grain, hay, etc., from the track, thereby limiting what might have been a great loss.

SECTION FOREMAN W. H. FARROW

Section Foreman W. H. Farrow, whose picture is shown, has been in the service of the Illinois Central for



W. H. FARROW.

more than ten years, rising from section laborer to section foreman. He has been in charge of sections at Clinton, Wickliffe and Bardwell, Ky., during these years, and is now located at the latter place. On many occasions, Section Foreman Farrow has person-

ally interested himself in the investigation of suits and claims originating on his territory and rendered the Claims Department valuable assistance in furnishing names of witnesses to defeat fraudulent claims. It is a pleasure to publish in this Department the record of one who appreciates the responsibilities of his position to the extent that his services have become so valuable as is true in the case of Mr. Farrow.

TO PROBE LAWYER'S CONDUCT

The following article appeared in the Waterloo (Ia.) Courier of the 11th ult.:

Attorneys C. E. Ransier, J. W. Arbuckle and J. E. Williams, appointed by Judges Mullan and Boies to investigate the alleged misconduct of Attorney Loren Risk, will soon begin their work. They are empowered to summon witnesses and procure documents.

The order says in substance that because of "the conviction of J. W. Ackerman of perjury in the case of Charles Scribner vs. the Waterloo, Cedar Falls & Northern Railway, and because of information brought to the knowledge of the court since his conviction by his written confession, wherein he says that by promise of payment of money he was induced by Loren Risk, the attorney for Scribner, to commit perjury, and that he was summoned in other cases; the court deems it its duty to have an investigation made for the purpose of ascertaining whether the charges made in the confession are true or untrue, and whether charges should be preferred against Risk.

"In view of contradictory statements made by said Ackerman in regard to his connection and transactions with said Loren Risk," the order continues, "it is by the court deemed advisable to appoint a committee of representative members of the bar of the county to make investigation and report the result thereof to the court."

S. M. COPP WINS PROMOTION

S. M. Copp, recently appointed chief clerk to H. B. Hull, chief claim agent

of the Illinois Central, at Chicago, was in the city Monday with his wife, on his way to Galveston. Mr. Copp is a young Oreanian who is rapidly winning promotion. For several years he was chief clerk to N. G. Pearsall, general superintendent of the New Orleans Great Northern, and later became the road's first claim agent. He then went with the Illinois Central and served as claim agent at Fort Dodge, Ia., until named chief clerk under Mr. Hull.—New Orleans Times-Picayune.

BETWEEN TWO FIRES

"I educated one of my boys to be a doctor and the other a lawyer," said Farmer Corntossel, as he shifted his crutch.

"You should be very proud of them," answered his visitor. "That seems like an excellent arrangement."

"I don't know about that," replied the aged agriculturist; "it looks as though it was a-going to break up the family. I got run into by a locomotive, and one of 'em wants to cure me and the other one wants me to go lame so he can sue for damages."—Exchange.

ONE BAG SWEDE FALLER

Elbow minn.

Oct. 14 1914

Mr. Presedent Central Railroad
Chicago ill.

Deer Sirs.

Day before today, bout 25 minit pass four oclock on de mornin, ven da train vas pass 127 mile pose near pole tela-graf on my farms, da ongoneer he bain blow whisle on da train an hay make noise like a yack. Bout do tam ma boys Emil hey pas da sam plac vid milk vagon. Hey notic bag sine vat say "Luck qvick for day enchine" He luck off right away qvick, but hay look on dey rong plac, ven he look off on von plac day train hey hit him in anoder plac. Det train hey bus da vagon and trow dey boy on hay feel. Ven dey boy was stan up, he fine hissself lay dawn again and sais he is feelin like ay

vas run tro a trashin machine. Dey horses ay can no use for notting as he vas bot ded. Von vas havin a colt in yanuary, but dis come too qvick in Oct. an aye cant use ham. How much you vil tak and settle day hole bill. I ban tellin you someding now, van you dont write prety qvick, I bain goin to drop day hole basnass an mak som law suit vid you.

much oblige

Ole Lindrew.

WHO IS THE WINNER?

Mr. J. D. Doty, Agent, Hackleburg, Alabama, is moved to propound the above inquiry after observing the result of litigation by three farmers near his station in suits brought by them against the railroad for damages on account of small fires on their premises. The claim agent offered each a sum which he and others who appraised the damage thought sufficient to cover it. The offers were refused and suits brought in the J. P. Court, where each recovered a judgment for \$30.00 or \$90.00 in all. The railway appealed the cases to the Circuit Court, where the combined judgments for the three were reduced to \$58.00, and they were assessed with the J. P. costs, amounting to \$36.60. As their attorneys received half the amount recovered, the plaintiffs were left \$29.00 with which to pay the costs of \$36.60. Consequently they are out \$7.60.

Agent Doty in writing about this matter, says: "I understand one of the gentlemen says, 'A man loses in a law suit if he wins.'" It is an example for others to be careful how they bring suits and will probably cause these gentlemen to try and put out the next fire that catches on their land, even though they think the railroad set it out. They made statements that they could have put it out in fifteen minutes, but that the railroad set it out and 'we will have a law suit.' Well, we had it. Who wins?"

Many others like Agent Doty have often wondered why claimants will not

accept reasonable offers of compromise made by the railroad to save themselves the annoyance and expense of litigation. They seldom litigate with their individual neighbors. The railroad is also a neighbor. Why litigate with it? Is it because demands are made upon the railroad that would not be made of an individual neighbor, and is it not about time that the farmers realized that their interests and the railroad's are largely one, and that their

difficulties ought to be settled outside the courts if possible?

In this connection we want to comment upon and commend the interest displayed by Agent Doty in these cases. He readily and eagerly assisted the claim agent in investigating the claims, selecting the appraisers and arranging for the witnesses. In other words, he was thoroughly alive to the company's interests and performed his duty.



McCOMB SHOP CLERICAL FORCE



Industrial, Immigration and Development Department



The Lay of the Land

By Herman J. Selferth

Louisiana's Human Factor

C. N. Brunfield, the agricultural agent of the Illinois Central's Southern territory, recently came a long way to talk to the Rural Progress convention at Baton Rouge, and his message was more to the business men than to the farmers of Louisiana. He said his road had done its share in co-operating for agricultural success, because the railroads recognized the importance of the industry of production.

Increased output means increased prosperity for the common carriers which must bear the crops to market. They also realize that the lumber industry will come to an end with deforestation, while agriculture will not only grow but be permanent.

The trend of the times is towards co-operation with the farmers and his travels from Louisville to New Orleans had shown him that the business men of many centers were awakening to their duty and were joining with the farmers in studying and solving the problems of the tillers of the soil. He cited the instance of Tipton county, Tennessee, in which Covington is located, which has formed a club for the advertisement and development of resources, and goes out weekly among the farmers to get into closer touch with them.

The Boards of Trade in many places are inviting the farmers to attend their meetings so as to learn their needs and aid in supplying them. Jackson, Tenn.,

Jackson, Miss., Fulton, Ky., Vicksburg, Clarksdale and Greenwood, Miss., were examples of such practical fellowship and concern.

There must be an amalgamation, a better sentiment, truer understanding between the business men and the farmers. The stronger and better status must be brought about by the business men and the agencies they employ; armed to reach the farmers with proof of sincerity and eagerness to advance the common cause.

If the towns become thoroughly posted in conditions around them, and the farmers acquire more accurate knowledge of conditions in the towns it will be an easy matter to evolve mutual and model relationship.

Mr. Brunfield asserted that there would not be more intelligent and telling union until there was more education. There was a lack of scientific education combined with practical art. There are a million head of cattle in Louisiana. A tax of five cents a head would go far towards properly maintaining the main institutions for agricultural education. The fact that there are still farmers in this state who market hogs weighing forty pounds, convinces that there is room for education that would guide them to market two million hogs a year, at a weigh of 200 pounds each, which would not cost the farmers any more and mean the difference between failure and prosperity.

Agriculture is the basis of the development of every state in the South. Science has to do with finding out the working resources of the soil. Art is applying this science so as to bring about the largest yield with the greatest certainty at the least cost and the most profit.

Few farmers understand the resources of their land, and the science and art of production and marketing. They do not study carefully the conditions of their own farms and the capitalization of their own labor.

The business men must shoulder the responsibility of furnishing the business ideals which will rescue the farmers from the slough of despond. He regretted to say that not all bankers were business men, and assured them that they must learn more of co-operation and constructiveness before the state would make any long stride in progress and before the agricultural resources and opportunities were known and appreciated beyond Louisiana herself.

The question of markets was being most discussed wherever he went. Farmers told him they could raise a hundred bushels of sweet potatoes to the acre but could not sell them. Others said they reared and fattened hogs, but could not find the way to dispose of them to advantage. He thought that the market problem would eventually solve itself.

The man who is generally most remote from market is the man who has nothing to sell. If each farmer in the same section would learn to grow the same crop or the same variety of live stock they could not only gain reputation for their output and market in quantity at less expense, but the very fact that they had so much of something good to sell would attract dozens of buyers from the centers of demand to pay them the highest price and pay cash besides.

Mr. Brunfield said that Louisiana had impressed him with her splendid possibilities. When she removes certain obstacles she will be the peerless feeding and breeding ground of the

entire country. The main thing is the human factor and education and co-operation will make that efficient and triumphant. — *The Times-Picayune*, Tuesday, June 15, 1915.

MISSISSIPPI WHEAT.

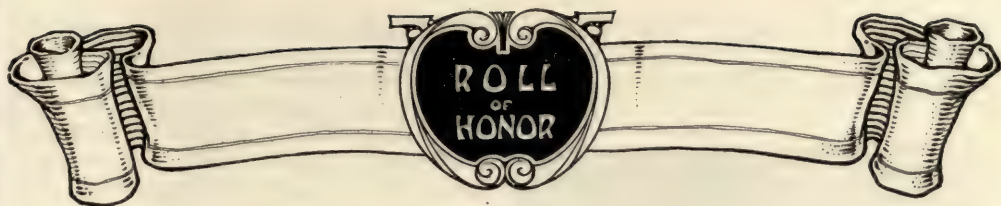
The St. Louis market is just in receipt of a carload of Mississippi wheat, raised in Adams county and shipped from Natchez.

The owners of this wheat refused an offer of \$1.30 per bushel for it and shipped it to St. Louis, where they expect to get a better price. The carload graded No. 2, and is fully as good as the majority of wheat shipments from any of the old wheat-growing States.

There is no reason why wheat cannot be profitably grown in Mississippi. While never attempted on a large scale, in the years previous to the war, wheat was grown on many Mississippi plantations. In those days railroads were few and transportation slow and difficult. To meet home needs neighborhood flour mills existed, and on many large plantations all the wheat necessary for home consumption was grown and carried to these neighborhood mills and converted into flour.

The same soil conditions exist in Mississippi as were present then, while the necessity for the production of wheat is a great deal more urgent. If it could be raised profitably then, it can be raised profitably now, and those Adams county farmers are in a fair way to prove this assertion.

In Lowndes county, located almost entirely across the State from Adams, wheat is being profitably cultivated and a wheat mill has been established and is in successful operation. These two experiments in widely separated sections of the State prove that Mississippi lands are well adapted to the cultivation of wheat, and the fact that the price must, of necessity, stay well advanced for some time to come, should encourage more Mississippi farmers to go into its cultivation. — *The Daily Herald*, Vicksburg, Miss., Wednesday, June 16, 1915.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|-------------------|-------------------|----------------|----------|--------------------|
| Wilhelm H. Kile | Section Laborer | Mt. Pulaski | 23 years | Feb. 28, 1915 |
| R. R. Sutherland | Carpenter | Paducah | 16 years | Mar. 31, 1915 |
| William M. Hicks | Section Laborer | Milan, Tenn | 36 years | April 30, 1915 |
| Numa Gravelle | Switchman | New Orleans | 43 years | April 30, 1915 |
| Frank Moran | Section Laborer | Dubuque | 25 years | Mar. 31, 1915 |
| Chas. H. Stickley | Train Baggage'm'n | Dubuque | 28 years | May 31, 1915 |
| Archie R. Wylie | Conductor | Waterloo | 28 years | Feb. 28, 1915 |
| Wm. D. Paterson | Agent | Cherokee | 33 years | June 30, 1915 |



ALPHONSE E. CLERMONT PENSIONED ENGINEER.

ALPHONSE E. CLERMONT, for 27 years an employe of the Illinois Central Railroad Company, was retired on pension, affective March 1, 1915.

Mr. Clermont was born in Quebec,

Canada, October 26, 1848. He received his education in the public school. He left school at the age of 16 years, following various occupations until 1867, when he came to the United States. He commenced his railroad career in 1868, when he entered the service of the C. B. & Q. Railroad at Aurora, in the capacity of brakeman and switchman. He was married June 20, 1870, to Miss Annie Leveque. Five children resulted from this marriage, four of whom are living. In 1872 he left the train service and transferred to the position of fireman on the Chicago and Iowa branch of the C. B. & Q., between Aurora and Forrester. Was promoted to position of engineer in 1875, in which capacity he worked in both freight and passenger service until 1888, when he came to the Illinois Central as a locomotive engineer, being employed on what is now known as the Wisconsin division, June 21, 1888. He continued in the service of this company in this capacity, both in freight and passenger service, until his retirement.

Mr. Clermont was considered one of the best and one of the most reliable engineers on the Wisconsin division, and it is unfortunate that the Illinois Central is being deprived of his active

services as a result of his being retired on pension, which, of course, comes to him well deserved.



MARTIN VANBUREN HAM

THE subject of this sketch was born in Otsego County, New York, March 14, 1850. Began railroad-ing when a young man as a fireman. Promoted to an engineer. Took service with the Illinois Central Railroad Company at Water Valley, Miss., as an engineer, March 7th, 1898, serving until May 1st, 1915, at which time he was retired on pension at the age of 65.

Mr. Ham was happily married and has two children, a son, Ralph, who is an electrical engineer, and a daughter, Mrs. H. W. Clowe, wife of Civil Engineer Clowe of the Illinois Central Railroad, located at Chicago.

During his career as an engineer, his entire time has been spent on a local freight run between Water Valley and Durant. Mr. Ham was al-

ways regarded as a loyal and efficient engineer and retires with the good will of division officers of the Mississippi Division and all of his associates. On his retirement, he was presented with a medal of the International Brotherhood of Locomotive Engineers for a lifetime membership. This medal he prizes very highly.

ALEXANDER WILSON.

ALEXANDER WILSON, for forty-one years an employee of the Illinois Central Railroad Company, was retired June 1st, 1915. Mr. Wilson was born on a farm near Equality, Saline County, Illinois, August 11th, 1853.

In 1874 Mr. Wilson entered the service of the Illinois Central as a Switchman at DuQuoin. He remained in this position until 1877 when he accepted service in the Car Department of the old St. Louis, Alton & Terre Haute, and in the fall of 1879 went to Centralia and took up road service as a brakeman. He continued in this capacity until 1881, having as



ALEXANDER WILSON

his run the "local way freight" between Centralia and Cairo.

Since that time he was employed as Car Repairer, Switchman and Engine Foreman until his retirement.

Asked how he now spends his time, Mr. Wilson replied: "Well, sir, I just

take things easy; go over to the yards and watch the boys work, then go home and read. The Illinois Central has certainly been good to me, and I am happy that I chose my lot with them way back yonder in the '70s when we were both young."

The following letter is self explanatory and was brought about by presenting a chair and pipe to Mr. Mackintosh by employees of the Car Department.

4121 Ellis Avenue, Chicago, May 8th, 1915.

Mr. J. M. Borrowdale,
Supt. Car Dept.,
I. C. R. R.

Dear Mr. Borrowdale and Friends:

Your handsome and valued gift reached me this morning. Words fail me when I attempt to thank you all, sufficiently, for your most generous remembrance of my long and very pleasant association in your midst.

Please accept my heartfelt thanks for the magnificent chair and pipe, and think of me as spending many happy hours in the enjoyment of your gift. In your selection of the chair for my comfort you could not have pleased me better, and the accompanying letter, with all good wishes, will be cherished by me the remainder of my life.

It is a great consolation to me to know that my services have been so highly appreciated as to receive such honorary retirement from the Company.

The chair is indeed beautiful and the solace received when using the pipe will ever bring to memory that life without friends is not worth living.

Thanking you again, and assuring you that my many kind friends in the machinery department will never be forgotten,

Believe me,

Ever sincerely yours,

C. F. MACKINTOSH.





LOSS & DAMAGE BUREAU



Acceptance of Freight for Shipment

THERE is only one time that the agent can protect the Company against payment for loss or damage to freight that exists when received for transportation, and that is at time of delivery for shipment, before bill of lading is signed. This document holds us responsible for delivery of the shipment that it covers, at destination in good condition, unless some exceptions are shown to have existed when received. The public is not generally interested in our methods of handling their shipments, nor do they concern themselves with drafting new suggestions as to improved plans dealing with transportation of freight. They do not anticipate any loss or damage to their shipments, for they rightfully assume that when a Bill of Lading, or receipt is given them, the person signing the Railroad's name has undoubtedly satisfied himself that the shipment is in the proper condition to insure its safe transportation to marked destination. If it were presented in any other condition, it would surely be rejected and a reason given, so the shipper feels absolved from any liability in connection with its future safety.

We can, therefore, see the great importance attached to acceptance of freight, and the saving that will be made with the proper attention accorded this feature.

The various classifications provide for the proper manner in which most shipments must be prepared, but it seems a few commodities escape us more than others. Cement sacks, for instance, are frequently accepted when

improperly prepared. They must be securely bound with not less than 3 separate wire or rope ties, rope to be not less than 3/16 inch in diameter. Each bundle must be tagged with a linen tag securely attached by wire, showing names and addresses of *both consignor and consignee*. Freight charges must be prepaid. If these requirements are enforced, there will be no question of shipments arriving safely at destination and delivery effected.

In some cases failure to insist on certain commodities being properly prepared, results in damage to other shipments. One instance is, rendered tallow in barrels. No provision is made in different territories for the acceptance of such shipments in barrels with cloth tops or without tops and if the agents accept these shipments improperly prepared, the loss is not only restricted to the tallow, but to the other freight with which it comes in contact.

The most frequent cases of loss and damage resulting from failure to comply with instruction relative to packing and marking, are in connection with shipments of household goods. The only way to avoid payment of claims for loss and damage to freight, resulting from failure to properly pack and mark, is to enforce literally the classification requirements and otherwise be convinced that we have the freight and that it is properly prepared, before affixing the name of this Company to a Bill of Lading at time of delivery to us by shippers. Equally as important in receiving and receipting for shipments,

is the careful check to verify the number of pieces given us, and at no time should a Bill of Lading be signed by an Agent of this Company for a less carload shipment, until he has actually seen and checked the freight for which he signs. In counting the number of pieces and otherwise inspecting the freight, preparatory to signing Bill of Lading, careful notice should be made of the marks on each piece, com-

paring them with Bill of Lading, and our agent satisfied that all are properly packed and marked in accordance with classification requirements.

If these features are observed, freight is properly billed, loaded in the right car and properly stowed, the originating agent can feel assured that he has done his part toward sending the shipment in good condition to its destination.

WESTERN WEIGHING AND INSPECTION BUREAU

1822 Transportation Bldg.
Circular No. 87.

Chicago, June 3, 1915.

FRAUD ON RAILWAYS NIPPED BY CAMPAIGN.

Victory in Damage Claim Case Prosecuted by the Commerce Commission.

THE Interstate Commerce Commission has gained a victory in its campaign against commission companies which for years have defrauded railroads through claims for alleged damage to goods in shipment, when the Davidson Brothers Commission Company, of Des Moines, pleaded guilty to such a charge in the United States district court at St. Louis yesterday and was fined \$2,500.

The suit grew out of claims filed by the Davidson company with several southern railroads for alleged damage to peaches shipped in 1912. The company asked for \$15,000, alleging that the shipments were delayed, roughly handled and not given proper refrigeration facilities. The Davidson company and two other firms were indicted on evidence collected by the commerce commission.—The Chicago Daily News of June 2, 1915.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advise the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president:

Illinois Division

Suburban Flagman T. Ruther on train No. 118 May 27th lifted employee's commutation ticket account having expired and collected cash fare.

Conductor J. Cavanaugh on train No. 2 May 13th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor D. S. Weigel on train No. 3 May 15th and on train No. 21 May 22nd declined to honor card tickets account having expired and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

On train No. 3 May 15th he also declined to honor trip pass account not being countersigned and collected cash fare.

Conductor J. P. Burns on train No. 426 May 27th lifted trip pass account being in improper hands and collected other transportation to cover trip.

St. Louis Division

Conductor A. E. Reader on train No. 623 May 11th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor G. Carter on train No. 5 May 17th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to

the Passenger Department for refund on ticket.

Conductor A. E. Reader on train No. 22 May 25th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Kentucky Division

Conductor W. Y. Hansbrough on train No. 103 May 13th lifted 48 trip coupon pass book account being in improper hands and collected cash fare.

Conductor C. O. Sims on train No. 323 April 25th lifted 30 trip family ticket account having expired and collected cash fare.

Tennessee Division

Conductor J. E. Nelson on train No. 103 May 2nd declined to honor mileage ticket account having expired and collected cash fare.

Conductor J. W. Robertson declined to honor several card tickets during the month account having expired in connection with which passengers were referred to the Passenger Department for refund on tickets. Also lifted expired card ticket on which passenger admitted having previously secured transportation, and collected cash fares.

On train No. 134 May 27th he lifted mileage ticket account being in improper hands and collected cash fare.

Conductor S. E. Matthews on train No. 9 May 10th lifted two employes' trip passes account being in improper hands and collected cash fares

Conductor J. A. Cunningham on train No. 10 May 20th lifted identification slip Form 1572 account having been altered and parties not being provided with pass. Passengers refused to pay fare and were required to leave the train.

Mississippi Division

Conductor C. M. Anderson on train No. 1 May 6th lifted employee's trip pass account being in improper hands

and honored mileage ticket to cover trip.

Conductor W. D. Howze on train No. 131 May 9th lifted Mississippi family mileage ticket account being in improper hands and collected cash fare.

Conductor J. Sitton on train No. 3 May 12th declined to honor mileage ticket account having expired and collected cash fare.

Conductor N. S. McLean on train No. 124 May 15th lifted identification slip Form 1572 account having been altered and collected cash fare.

On train No. 143 May 22nd he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor J. T. Nason on train No. 5 May 20th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor H. Weir on train No. 234 May 31st declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare. Passenger was referred to Passenger department for refund on ticket.

Louisiana Division

Conductor L. E. Barnes on train No. 6 May 2nd, and train No. 3 May 20th declined to honor mileage tickets account having expired and collected cash fares.

On train No. 6 May 12th he lifted 54 ride individual ticket account having expired and collected cash fare.

On train No. 6 May 28th he lifted family commutation ticket account having expired and collected cash fare.

Conductor R. D. Robbins on train No. 24 May 6th lifted annual pass in accordance with bulletin instructions and collected cash fare.

Conductor W. Moales on train No. 34 May 19th declined to honor mileage ticket account having expired and col-

lected mileage from another ticket to cover trip.

On train No. 34 May 25th he lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 34 May 27th he lifted 54 ride individual ticket account having expired and collected cash fare.

Conductor H. T. Erickson on train No. 31 May 21st lifted 54 ride individual ticket account having expired and collected cash fare.

Conductor W. E. McMaster on train No. 4 May 30th declined to honor mileage ticket account having expired and collected cash fare.

Conductor E. Moales on train No. 33 May 30th declined to honor mileage ticket account having expired and collected cash fare.

Memphis Division

Conductor F. B. Bell on train No. 40 May 5th lifted employe's term pass and identification slip Form 1572 account identification slip having been altered and collected cash fare.

Conductor J. M. Carter on train No. 13 May 18th and train No. 15 May 25th declined to honor mileage tickets account having expired and collected cash fares.

Vicksburg Division

Conductor H. J. Lawrence on train No. 111 May 27th lifted mileage ticket account being in improper hands and collected cash fare.

New Orleans Division

Conductor T. Lang on train Ex. 302 May 9th lifted returning portion of special excursion ticket account being in improper hands and collected cash fare.

Conductor C. E. Gore on train No. 34 May 9th and train No. 33 May 26th lifted 54 ride individual tickets account having expired and collected cash fares.

Illinois Division

Favorable entry has been placed on the service record of Conductor George Lindsay, train 71, June 25th, for discovering and reporting BRC car 408 with no light weight stencilled on same.

Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor F. Kenney, train 73, June 29th, for discovering and reporting I. C. 34261 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor George Martin, train 391, June 14th, for discovering and reporting I. C. 47910 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor F. Van Meter, train 92, June 14th, for discovering and reporting I. C. 131068 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor H. L. Beem, train 73, June 20th, for discovering and reporting car in his train improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Agent L. E. Andrews, Humboldt, Ill., for discovering and reporting I. C. 33001 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor I. G. Bash, Extra 1675 south, June 15th, for discovering and reporting I. C. 112572 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor Ruby, Extra 1553, June 6th, for discovering and reporting I. C. 29823 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor C. H. Martin, train 392, June 11th, for discovering and reporting I. C. 15935 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on

the service record of Brakeman H. C. Davis, train 73, at Kankakee, June 16th, for discovering and reporting brake beam down on I. C. 42633.

Favorable entry has been placed on the service record of Agent J. M. Purtill, Kankakee, for discovering and reporting broken rail in south middle track June 16th, thereby preventing possible accident.

Favorable entry has been placed on the service record of Fireman H. A. Kunde for discovering and reporting brake beam down on C. St. P. M. & O. car 29228, Extra 1510, south, June 5th at Kankakee Junction. Brake beam was removed, thereby removing possible cause of an accident.

Favorable entry has been placed on the service of Brakeman J. I. Kinkaid, Extra 1597, for discovering and reporting broken arch bar on M. & Co. car 7925.

Favorable entry has been placed on the service record of Section Foreman John Johnson of Section D-86 for his watchfulness during storm which occurred at Del Rey, May 15th.

Favorable entry has been placed on the service record of Section Foreman Frank Martin for discovering and reporting broken brake beam dragging in train Extra 1730 while passing Ashkum Section Gang, one mile south of Ashkum, June 8th.

Favorable entry has been placed on the service records of Engineer Smith and Fireman Edmunds, returning from Blue Island July 2nd, for finding a sack of U. S. mail between tracks 2 and 3 at 107th Street and turning same in to office at Fordham.

Favorable entry has been placed on the service record of Engineer C. A. Jenkins for discovering and reporting broken rail while going north on stock train at Ashkum, March 16th. Necessary action was taken to protect trains until repairs could be made, thereby preventing possible accident.

St. Louis Division.

At 2:15 p. m., May 7th, Engineer G. S. Brinker and Switchman Harry

Stafford, of Carbondale uptown switch engine, observed in train Extra North, engine 1716, passing through yard, bent axle on I. C. 67011. They at once notified dispatcher who stopped the train at North Yard office, thus perhaps heading off a very serious accident, and for which favorable entry has been placed upon their records.

Car Inspector Ben Chamberlain, of Carbondale, on May 26th, observed train 91 passing through yard with brake beam dragging on I. C. car 29726, stopped train and made necessary repairs. His action without doubt prevented an accident, and favorable entry has been placed upon his record.

Springfield Division

Favorable mention has been placed upon the efficiency record of Brakeman E. C. Bailey for discovering and promptly reporting a car improperly stencilled. Arrangements were made to correct same.

Favorable mention has been placed upon the efficiency record of Conductor W. A. Knight for his watchfulness which enabled him to discover fire in car, and his prompt action in extinguishing same.

Favorable mention has been placed upon the efficiency record of Conductor J. W. Carroll for discovering and promptly reporting a broken rail.

Favorable mention has been placed upon the efficiency record of Conductor C. A. Lawrence for discovering a brake beam down under a car in passing train and taking action resulting in train being stopped and defect remedied before damage was done.

Favorable mention has been placed upon the efficiency record of Engineer J. W. Gallagher for discovering and promptly reporting a broken rail.

Indiana Division

Favorable entry has been placed on the efficiency record of Operator J. F. Glass for discovering I. C. 34298 improperly stencilled. Arrangements were made to correct same.

Favorable entry has been placed on the efficiency record of Conductor E. M. Thomas for discovering I. C. 115203 improperly stencilled. Arrangements were made to correct same.

Favorable entry has been placed on the efficiency record of Operator J. F. Glass for discovering broken arch bar on engine 128, Indianapolis, Ind.

Favorable entry has been placed on the efficiency record of R. M. Ferris, agent at Anita, Ind., for discovering brake beam hanging from car in Extra 925.

Minnesota Division

Favorable entry has been placed on the service record of Brakeman H. H. Everhart, train No. 71, June 27th, for discovering brake beam dragging on P. F. E. 1772 in train Extra 1710 East. Train was signalled to stop and brake beam was removed before damage resulted.

Favorable entry has been placed on the service record of Conductor R. J. Flynn, Extra 886, on passing track at Epworth for train No. 60, June 18th, for discovering rod dragging on I. C. 39362 in 60's train. Train was signalled to stop and rod removed before damage resulted.

Mississippi Division

Favorable entry has been placed on the service records of Engineer Cullen, Fireman Flake, Conductor Monroe, Flagman Reynolds and Brakeman Glenn for prompt action in cutting tree off track and telegraph wires north of Toone, June 11th, thereby preventing delay to train movement.



Contributions from ✠ Employes ✠

A Story of a Visit to the Healing Wells at Metcalfe, Miss.

By F. B. Wilkinson

“**M**IS’ SALLY, yo’ sho’ hasteh git sumboddy en my place. Ise bin had sech er turrerbul mizry en my bak dat er jes’ cain’t wuk no mo’ tell er gits rid o’ hit.”

“Why, Aunt Caroline, you haven’t been complaining of being sick. I am surprised that you should get so bad off all at once. Why don’t you let me send for Dr. Gamble and have him give you some medicine like he did the last time you had rheumatism?”

“Lawd, Mis’ Sally, dat med’cin’ ole Doctah Gambul gib me nevah dun me no good er ’tall. All dat old Doctah doos es ter gib pills en pills en pills. I tuk em, en tuk em, en tuk em, ’tell finully, sez I ter my se’f, I sez; ‘I ain’ gwiner tak’ no mo’ uv dem pills. Whut I need is sum lickrish med’cin’” Den I jes’ tuk merself rite down ter de drug sto en er buys merse’f er bottul uv lickrish med’cin’ en er tuk it. En er fooled dat ole Doctah fur he thinks on’tel yit dat he kuoard me when twuz dat lickrish med’cin’ en not him!”

“Well that’s all right, Aunt Caroline, but you haven’t been complaining and I cannot understand why you should get so sick all at once.”

“Well, Mis’ Sally, hit’s jes lak I tole yer. Whut’s de use complainin’ whin yer aint got noboddy but ole Doctah Gambul ter doctah on yer? I’s bin er hurtin’ en er hurtin’, end dis mawnin’ Ise bin tawkin’ ter Brudder Johnsin en he’s dun bin telin’ me ’bout whut he dun seed down ter de Healin’ Well.

Ef er kin git down dar en drink dat watter I won’t be havin’ ter suffah all dis heah mizry en my pore ole bak all de time sosen er kain’t wuk in de day time en er kain’t sleep at night.”

“All right, Aunt Caroline, you can go home and rest up, but I wouldn’t throw away my money paying railroad fare and all, going down to that Healing Well, because it won’t do you any good. It would be best for you to go down home to your daughter’s and rest up for a few days. We can get Susie to take your place.”

“Yas’m, Mis’ Sally, dat’ll be all rite, fer Ise dun seed Susie en she sed she wood be heah brite en early in de mawnin’ en hev yo breckfus’ reddy en on de table time yo’ gits up. Yo’ ain’t gwiner be putt ter no trubble er tal.”

“Well, Aunt Caroline, be sure and see that Susie is here in the morning.”

“Yas’m.”

Aunt Caroline ambled off to the kitchen where her pastor, Brother Erastus Johnson, was waiting to advise with her for the good of her soul; and, incidentally, to get his handout, without which no pastoral visit would be complete.

She came into the kitchen with a frown on her usually good-natured face, mumbling to herself about what curious ways white folks had.

Her pastor, scenting trouble, asked, “Sistah Ca’line, whut in de worl’ am de mattuh?”

“Nuthin’ ’zackly, but yo’ no Mis’



HEALER'S CABIN—PECAN TREE, AT THE BASE OF WHICH, IS THE WELL AND ALTAR AND MAIN ENCLOSURE WITH CONGREGATION WAITING FOR HEALING RITE

Sally jes' lak all dem white fo'ks, she don' berleeve in nuthin' er nigger wants. She tell me ter go home en res' up en hab ole Doctah Gambul cum pokin' pills down by thoat. Dat ain't whut I needs."

"Cos' dat ain't whut yer needs, Sistah Ca'line. Whut yer needs ez ter go down ter de Healin' Well en hab de Lawd reemove frum yo' boddy de ufflickshuns whut he dun sont uppun yo', fur Glory be ter Gawd, us is bin dare en us knows ef yo' 'umbles yo'sef in de dus' dare dat he gwinter gin de powah ter hez Holy Man ter kuoar yo' uv all yo' onfurmertez. Al' yo' gotter do ez jes' lay yo'sef in de dus' befo' Hem en de Holy Ghos' sho' gwinter kuoar yo' jes' lak ten thoussan udders is bin kuoared."

"Yassar! I knows whut I'se gwinter do! I'se gwine strate ter dat deppo' in de mawnin' en I's gwinter cotch dat 'Vine jes' ez sho' dat 'Vine runs, en ef hit ever gits ter Met caf' I'se gwinter be settin' rite on hit."

"Dat's rite, Sistah Ca'line, dat's rite. Putt yo' trus' in de Lawd, en He sho

gwinter tek kere uv yo' en kuoar all yo' sic'nes', but, Sistah Ca'line, w'en yo' gits dare ter de well, doan' fergit ter drap yo' conterbushun inter de free will offerin' box, 'caze Brudder Meyers kaint wuk all dem merricles en den make er crap et de same time. He ain't got no way ter git sump'in t'eat 'ceptin whut is drapped inter de free will offerin' box."

Sunday morning, when the train pulled into the station, Aunt Caroline, dressed in her Sunday clothes and accompanied by her pastor, who had decided to go with her, at her expense, was standing on the platform waiting, and when the train came in they boarded it. In the course of the trip the conversation naturally turned to the wonderfully curative properties of the water.

An old negro who sat across the aisle, said: "I'se gwiner tell yo' whut I'se seed wid my eyes. Brudder Miles hed dun felled up erbout er hunderd bottuls en jugs wid de Healin' Watter en whilst he wuzen't er lookin' er nigger stold wun bottul en hid hit undah

his coat fur he hedn't putt nuthin' in de box en he wus ershame ter ax fur enny watter. Brudder Myers wuz er lookin' de udder way when dat nigger stold dat bottul, but de Holy Ghos' tol' him whut dat nigger hed gone en dun so he ses, 'Sum thievin' nigger dun stold er bottul er dat watter. De Lawd tells me dat dat nigger gwiner fal' down in er fit in less'n er minit.' Shore nuff, fus thing yo' no dat nigger fall down on de groun' er slobberin' en er spittin', den Brudder Miles step up en tak' dat watter frum ouden his shurt whar he dun gone hid it! Now how he know dat nigger dun stold dat watter ef he ain't seed him do hit? En ef dat ain't er merricle whut is er merricle?"

"Metcaf' is de nex' stop. Eve'rbody git reddy ter git off et Metcaf'!" shout-ed the train porter, and all was confusion for nearly everybody was ticketed to disembark there.

From Metcalfe to the well is about four miles and on the way they met swarms of negros walking, both old and young, each carrying a jug or a bottle of the water, and each negro in each wagon or other conveyance they met had his or her bottle of water stowed away where it would ride safely. On the way out they passed fifty or more negroes, some so old and feeble that they could barely walk, but each had an empty bottle or jug in which to bring back some of the precious water.

About 600 feet from the yard in which the wells are located, they came to the end of the road, so they had to alight from their wagon and walk a foot path which winds along the side of a ditch bank.

Sitting beside it were old negroes and young ones, the halt, the lame, and the blind. Some too old, or too sick to walk, had been brought on stretchers and beds by their friends, who sat beside them in the hot sun, and fanned away the flies that tormented them.

One poor old darkey, deserted by his friends, was lying in the hot sun on the

ditch bank, with no cushion between his emaciated body and the hard earth except a thin, ragged quilt, an abject picture of misery, friendless and alone, he suffered in silence save when now and then a pitiful moan would escape from his parched lips.

As Aunt Caroline waddled by, she snorted in derision: "Dey sho' is er lot uv sic' niggers er layin' aroun' heah! Dey sho' is!"

Not being acquaintances of hers, she felt absolutely no interest in the poor suffering creatures.

* * * *

Around the cabin and yard in which the wells were situated a high board fee of ten cents was charged for colored and twenty-five cents for white people.

Aunt Caroline and her escort paid their fee and entered.

Directly in front of them was a rough, wooden platform which stood about three feet above the ground. It was provided with steps and a cover made of a ragged piece of canvas. It had bench seats and a railing running around it on the north, east and south sides, leaving the west side open to admit those who came up to the steps.

The front porch of the Healer's cabin, facing south, marked the northern boundary of the main enclosure. A distance of perhaps 20 feet separated the west side of the cabin from the fence on the west and that portion of the yard between the cabin and the west fence had been sequestered from the main enclosure by a close, high board fence and an entrance gate was closed tightly and securely fastened with a chain and a big brass padlock, making it necessary to pass through the Healer's living room in order to gain admittance to it.

In this enclosure, hidden from Aunt Caroline, were the two famed Healing Wells, one of which is for the healing of males and females and the other for females only. One was three feet two inches deep and the other three feet six inches deep and each had been cemented around and equipped with a

pitcher pump with pipe with free end extending about 2 inches below the level of the water in the pools. The first one was dug near the base of a large pecan tree.

Let us hear what the Healer himself has to say of them.

"Las fall, boss, erbout seben muntz ergo, I wuz ersleep in my bed en de nite when er man cum ter me en my sleep en he sed: 'Gawage, aw Gawge!' I wake' up but hit twa'nt no natchful wakin' fur I wuz stell ersleep. I sed en mer sleep, 'Lawd, whut doos yer want?' He says 'Gawage, I wan' yo' ter go ouden yo' yard clos' ter dat big puck-cawn tree, en dig down en de groun' en cut dat big puck-cawn root entwo, en dig what I'se gwine sho' yo' in de groun' by dat puck-cawn tree en when yo' doos yo' is gwine ter see two blubbers rize up, den dey is gwiner bus'. When dey bustez two streams uv watter is gwine ter rize up en run tergedder. Dat watter gwine be fer de kuoarin uv al' de sic' peepul.'

Well sar, dat dreem kep 'er cummin' ter me ebry nite en I gits wurried en my min' fer I doan' no whut ter do. I wuz ershamed ter go out en dig fer fears peepul wud make fun uv me en think dat I hed dun gone crazy so atter erwhile I tol' my wif' erbout hit en den I tol' sum udder peepul erbout it. Wun day I wuz readin' my bibebul 'bout dinner time en sumpin tol' me ter go en dig, but I didnt wanner do hit. I wen' ter my pig pen atter er while en sumpin tol' me ter go rite now en deg en I wuz skeered en went.

Yo' see dat big puck-cawn tree root dare, whar it runs out en goes down en ter de groun'? Well, sur, I dug er leetle en sho' 'nuff I cums ter dat root jes' lak de angul sed en I hed ter stop. I sez ter my wife 'o' man, bring me dat ax!' I tuk dat ax en er cut dat root en er dug down en two big blubbers cummenced ter rize jes lak two big eyes ouden de groun' jes' lak dat angul sed an day riz en riz en den dey bus' jes' lak dat angul tol' me dey wuz gwine ter bus' en de watter riz up frum whar de two blubbers wuz 'fore dey busted. Hit stay jes' so

high al' de time no matter how much yo' pump ouden dem."

"Well, George, why do you do all of the pumping of the water and filling the bottles yourself, why don't you have your wife or someone else do it for you and save time?"

"Boss, dat angul tol' me not ter let noboddy cep' merse'f dip up de watter en sed ef dey did dat de watter gwine ter go 'way en not cum back. Er white lady cum out chear las' week en fo' us cud holler she dun started ter lif' up dat pump hanel en de watter 'gin ter swurge eroun' en dry up. Hit skeered me so dat I hollered 'Lawdy, Lawdy,' en she drap dat pump hanel en run, fer she wuz skeered, too."

"George, you say that this well is for men and women, too? How did you come to dig the one for the women only?"

"Well, sur, de angul cum ba'k ter me en he said, 'Gawage, dat fus' well es bettah fur de men dan tis fur de wimmen. Yo' cum wid me en I wel sho' yo' what ter dig en git watter fer de kuoarin uv de wimmen', en er dug whar he say en dis hear watter cum bilin' up."

"How does the water in the men's well taste?"

"De watter don' always tastez erlike. Sum days hit is salty, sum days hit es sweet en dem hit es jec lak lime."

"How does it taste to-day, George?"

"Well sur, les see. Terday es Sundie. Terday hit tastez lak lime, termorrer hit well be salty en nex' day hit well be sweetish lak."

After George had dug the male and the female drinking wells and the fame of them had spread abroad, he says that the angel again came to him and this time told him to dig under the center of the extreme eastern end of his front porch and he would find a well of healing water which would cure all who bathed in it. This well has been dug and the water found and now he says he has had a further vision directing him to again dig in another spot which he has not yet made known. This well, when dug, will be for the healing of all kinds of animals.



REV. GEORGE MILES (HEALER) AND WIFE
WHEN HEALING HE DRESSES IN LONG
FLOWING WHITE ROBE AND A
WHITE SKULL CAP

He says the angel gave him strict orders not to make a charge of any kind for the water for, like Salvation, it is to be free.

Therefore on the front of the cabin is a box and above it the legend:

"Put Y o Pen in Hear. The Lord will Bless Yo.

So many came to the wells for drinking water that the Healer found it impossible to serve all of them without working practically all day and all night and he was greatly worried about it, he says, until the angel came again to him and told him that it would be sufficient, except in extraordinary cases, for him to shower the water upon the sick by sprinkling it upon them with his hand so at stated times he now performs this rite.

When Aunt Caroline entered the main enclosure there was in it probably one hundred and fifty negroes of all ages,

sexes and infirmities and their number was being constantly augmented by others who were hurrying in, in order not to be late and thus miss the act of healing.

* * * * *

Aunt Caroline soon noticed a negro preacher standing on the front porch of the cabin and he began exhorting the people to draw nigh and place a free will offering in the box for the benefit of the Healer.

"Cum rite up good peepul en drap yo' offerin' in de box fo' de Holy Man. He aint erloud ter charge fer de watter, en he aint makin' no crap, en he aint got no chickens ner nuthin t'eat so he'se gottah live en we'se gottah he'p him. Cum rite up now en drap yer conterbushun inter de box fer Gawd's Holy Man. 'Member dat de Lawd lubs er cheerful gib'er. Ef yo' wants change I'se got hit fer yo', so cum rite up. De white fo'ks es er lookin' at you'! Don' let dem say yo' es stingy. Cum rite up en drap sumpin en de box!"

AND THEY ALL DID.

Soon a negro man, evidently another preacher, came out of the Healer's door and with bowed head and downcast eyes, walked slowly across the yard and mounted the platform. Immediately the negroes swarmed around it and the preacher, when they had uncovered their heads, spoke as follows:

"Brudderen en Sistahren, us gwinter hab wun prayer en wun song fo' de Holy Man cums out ter putt yo unner de show-ah uv hiz han'. I wants sum man whut ez ustah tawkin ter de Lawd ter cum up heah on dis heah alter en lif' up er prayer dat de Holy Ghos' may cum down on us dis ebenen."

He did not have long to wait for a small, extremely black little negro preacher was standing ready at the foot of the platform and he lost no time in mounting it and kneeling, while with arms outstretched he prayed a passionate prayer.

His audience knelt on the ground in the dust with heads bared to the hot rays of the southern sun, and as the preacher made each point, they joined in with fer-

vent "Amens" and "De Lawd he'p."
 "De Lawd he'p!"

When he had finished, his companion gave out the first line of a hymn, and all united in singing, all swaying to and fro keeping time with their bodies as they chanted each succeeding line, finally ending in a plaintive wail and moan.

* * * * *

The tall form of the Healer could be seen coming out of the cabin. His skin black as ebony, upon his head a white skull cap, home made, of muslin, and his body covered with a long flowing white robe of the same material, he resembled a surgeon gowned and ready for an operation. Slowly he mounted the steps of the platform and Aunt Caroline, pressing forward, touched the hem of his garment. Rolling his eyes heavenward, until only the whites were visible and with ebony hands outstretched, he clasped and entwined his fingers as if trying to wrest power from some unseen antagonist and commenced to pray: "Bow yo' knee, O Israel, 'umble yo'se'f down ento de dus'. Git down on yo' knees en de dus' en sho' de Lawd dat His peepul is not fersaken Him."

"Blessed is de puoar en hart fer dey shall be healed. Putt mallus en bac'bitin' en all sin ouden yo' harts for Lawd aint gwiner heal noboddy whut air en reebellyun 'ginst Him! O' Lawd! make us 'member dat in de skriptures yo' is sed dat ef er pus'un thow hisse'f ento de pool uv Saloam, when de Angul trubbled de watters dat he wood be healed, but O Lawd! Ef he thow'd hisse'f in berfo' de Angul trubbled de watters dat hit wuddunt du no good er tall!

"O, Lawd! make us 'member dat man whut set fur 28 years by de side uv de gate whut am could beutterful or waitin' fur Peater ter cum en kuoar hem !

"Oh Holy Ghos', cum down on dy servunt en gib him powah ter heal al whut coms under de showah uv his han'!

"Holy Ghos'! cum down uppon dy peepul, Israel, dat all be healed whut cums unner de showah uv my han' dat my name may be 'membered thu all gennerashuns!

Lawd us knows dat us kaint be healed

'ceptin us is puoar! Oh Lawd, puoarify us harts dat menmy may be healed dat my name may be 'membered thu all gennerashuns!

Oh, Holy Ghos', cum in powah terday!
 Cum Holy Ghos'! CUM HOLY GHOS'!"

The Healer paused.

Looking across the fields a gentle breeze could be seen coming, swaying the leaves of the not far distant trees. In the enclosure not a breath of air was stirring.

"Oh Holy Ghos'! ef yo' ez gwine ter cum in powah terday, cum nom, Holy Ghos' ez er coolin' breeze ter fan dy peepul Israel!"

The Healer lifted his eyes Heavenward.

Gently the breez began to blow.

Feeling its cooling touch as it played across her sweaty face, Aunt Caroline burst out shouting: "De Holy Ghos' dun cum! He dun cum! Glory ter Gawd! He dun cum!"

Again the Healer paused.

Standing on tiptoe, with hands outstretched, perspiration pouring down his face in rivulets, he grasped the air as if trying to clutch some unseen spirit and draw it to him as he moaned: "Thou ez cum Holy Ghos'! Thou ez cum Holy Ghos'! Pourify dy peepul Israel dat dey may be healed dat my name may be 'membered thu all gennerashuns!"

Heated by the rays of the summer sun which had poured down mercilessly upon their heads for the past hour, superheated by being wedged between hot, unwashed, perspiring bodies, and lashed into a frenzy of excitement by the magnetism of the speaker and his mesmeric, hypnotic gestures, his audience shouted and sang and many fell upon the ground, their sweaty bodies and limbs stiff as if in a trance while others moaned and cried. At the height of the excitement the Healer took in his left hand a small tin basin of the healing water and with his right he dipped in and throwing with all his might he began to circle and sprinkle all the people around the altar.

Each time as he would shower the water from his right hand he would ex-

claim: "Cum Holy Ghos'! Cum Holy Ghos'! Cum Holy Ghos'! Heal all whut cum unner de showah uv my han'!"

Three times he circled and sprinkled them. This ceremony ended, the Healer waited and from the audience a negro brought his little 5-year-old daughter who seemed unable to walk or to stand without some assistance.

With her father holding her tightly in his arms the Healer took her by the hand and with water from the basin rubbed her arms gently, all the while crooning, "Cum Holy Ghos'! en shake dis little leg. Cum Holy Ghos' en shake dis little arm! Cum Holy Ghos'! en shake dis little body dat my name may be 'membered thu all gennerashuns! Cum Holy Ghos', Cum Holy Ghos'! CUM HOLY GHOS'!"

Standing erect before her he passed his hands up and down as does a hypnotist when inducing sleep, all the time crying: "Cum Holy Ghos'! Cum Holy Ghos'!"

Finally he stood her upon her feet and passing his hands, wet with the healing water, up and down her little limbs and body he cried, "Cum Holy Ghos'! Cum Holy Ghos'! CUM HOLY GHOS'!"

Suddenly with an exultant cry he shouted, "I'se got er witnes'. I'se got

er witnes'," for the child was standing upon her feet alone.

Quickly catching both her hands in his he lifted her arms high above her head and turning them loose bade her stretch out her fingers, which she did! Now crook your fingers. AND SHE DID! Again came that exultant cry, "I'se got er witnes'! I'se got er witnes'! My name shall be 'membered thu all gennerashuns! Dy Healing Watter shell heal all dy peepul."

Bathed in perspiration, with trembling steps and blood-shot eyes, the Healer crept down the steps.

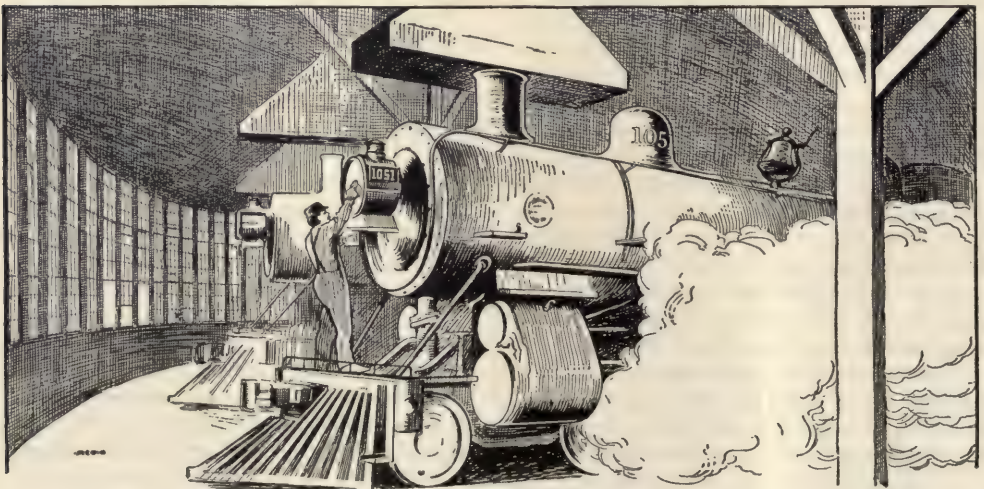
Awe stricken, the crowd opened and made way for him, some reverently touching his robe as he passed by.

Aunt Caroline stood for a moment as one petrified, then shouted: "I'se seed er merricle. Ise seed er merricle! De Holy Man dun healed dat chile en kuoard de mizry in dis heah ole boddy er mine. Glory ter Gawd! Glory ter Gawd!"

* * * * *

Too busy talking to notice them, Aunt Caroline passed by the father and little girl as she went toward the gate.

He was standing dejectedly, supporting the child who clung to him as before to keep from falling.



Second Annual "Get Acquainted" Meeting of the St. Louis Division

ON June 20th the second annual "Get Acquainted" meeting of the St. Louis Division was held in the Opera House at Carbondale, Ill. Superintendent W. S. Williams presided, and there were about 450 of the employes present. In addition to the division employes there were the following guests:

Mr. E. J. Ingersoll, Hon. W. W. Barr, Mr. E. K. Porter, mayor, Dr. H. C. Mitchell, Dr. M. Etherton, Mr. M. W. Moore, Mr. C. E. Feirich, all of Carbondale, Ill.

Mr. J. C. Muench, secretary, Y. M. C. A., Mounds.

Mr. A. E. Clift, general superintendent.

Mr. S. S. Morris, chairman, General Safety Committee.

Mr. J. L. East, agent, Loss and Damage Bureau.

Also pensioners as follows:

Mr. John Ridenbaugh, Brookport.

Mr. M. Corcoran, Carterville.

Mr. Benjamin James, Centralia.

Mr. D. E. Stedelin, Centralia.

Mr. John Ruttinger, Centralia.

Mr. D. E. Foley, Carbondale.

Mr. H. C. Mertz, Carbondale.

Mr. Joseph Lantrum, Marion.

Mr. Mat. Hamilton, Mounds.

Mr. Alexandis Wilson, Du Quoin.

Mr. W. R. Thompson, Du Quoin.

A very enjoyable and profitable meeting was held, the proceedings of which follow:

Meeting was called to order 8:30 a. m. by Superintendent Williams, chairman, who made a few remarks explaining the purpose of the meeting. Program throughout the day as follows:

Introduction of Mayor E. K. Porter, who welcomed the visitors to the city.

Introduction of Col. E. J. Ingersoll, one of the early mayors of Carbondale, and present watch inspector for the Illinois Central. In a five minute talk Col. Ingersoll commented on the

growth of Carbondale and its railroad interest.

Mr. A. E. Clift, general superintendent, Northern and Western lines, was introduced and made a talk on benefits to be derived from such meetings, and also comments on the showing made as compared with last year's figures.

Mr. S. S. Morris, chairman, General Safety Committee, Illinois Central System, was introduced and gave a very interesting talk on the subject of Safety First.

Mr. J. L. East, agent, Loss and Damage Bureau, Illinois Central System, was next introduced, and gave a review of the results obtained by the Loss and Damage Bureau, and particularly as applicable to the St. Louis Division.

Mr. P. E. Odell, Chief Train Dispatcher, St. Louis Division, presented the subject, "Selecting the Man," in a forceful and able manner.

Mr. F. Rauch, Car Distributor, St. Louis Division, made a five minute talk on the subject of "Car Handling and Reports."

At this point the audience was favored with a selection, "Illinois," sung by Mr. William Hays, of Carbondale, which was very much appreciated and enjoyed by all present.

Chairman announced adjournment during noon hour, at which time picture of those present would be taken in park immediately after adjournment, also announced program for the balance of the day. Pensioners were invited to the homes of Division Officers for dinner as special guests.

Afternoon Session.

Started with four reels of moving pictures, two of which were comedy offerings by the opera house management, and two of Illinois Central films on Safety First and proper handling of explosives and inflammables. These later

were very instructive and interesting.

Drs. H. C. Mitchell and M. Etherton of the Hospital Department were present and addressed the meeting in the interest of that department.

Hon. W. W. Barr, District Attorney, and Mr. C. E. Feirich, Local Attorney, were present and responded to invitation to address the audience and their talks were of value and interest.

Mr. J. L. East again addressed the meeting, going into detail concerning the loss and damage showing, causes thereof and urging upon all present the necessity for greater effort.

Mr. J. C. Muench, General Secretary

of the Y. M. C. A., Mounds, addressed the meeting, calling attention to the close relation of Illinois Central employes and the Y. M. C. A. His remarks on the word "Thought" were beneficial and interesting.

The meeting was addressed at frequent intervals by division officers and other employes in five minute talks on different interesting subjects.

This meeting was attended by approximately 500 employes, the greater portion of whom registered, and the above indicates that each department was well represented.

Train-Load

By P. E. Odell

APROPOS of recent changes in comparative statements whereby credit is given each division for train-load instead of percentage of power efficiency utilized, it seems that appreciative recognition of the advantages and benefits derived therefrom is due from Chief Dispatchers.

In the mind of every progressive operating official there can be no question but the system of working on a time-table tonnage rating basis is obsolete and wasteful in the extreme, unless such ratings are changed every time the wind shifts or the thermometer rises or falls. In order to make statements compare favorably and to indicate that power is hauling maximum the tonnage rating can easily be made to fit the report, while average train-load comparisons are an incentive to all concerned to reduce train miles by taking advantage of conditions and increasing train-load regardless of fixed time table ratings which by no means are a fair guide throughout the life of a time table.

No one is in a better position to determine the train-load than the Chief and Trick Dispatchers who have gained their knowledge by experience and who are in a position to take advantage of opportunities and every

dispatcher who is interested in the welfare of his company can assist materially in increasing the earnings by watching the individual train. Local freight trains can frequently be used to assemble loads at points on the district where grade conditions are such as will permit through trains to handle additional tonnage, if not through to terminal, to a point in territory where turn-arounds can be used to advantage at convenient hours of the day.

In our efforts to increase train-load we should not lose sight of the importance of short lay-overs for crews at points other than their home terminals. When there is a large amount of power at an outside terminal it causes dissatisfaction among the crews and to pacify them yard masters will often run a train which could have been held for consolidation thereby running up expense of additional and unnecessary high-class train mileage. Where there is an abundance of power it is an easy matter to order out crews to "clean up the railroad" but the day of reckoning comes when we are confronted with train-load performance sheets, and we have an idea that it only takes two sets of figures to convince the

higher officials whether men on certain divisions are "cutting the corners" or not and with the privileges allowed local officials by the present up-to-date broad-minded management there is no reason why we cannot boost the stock of the Company and incidentally our own. The man who either believes reports and comparative statements are a joke or is afraid of them is the one who says a great deal about "paper railroading," but intelligence is fast replacing bull-headed force.

Without any question proper car distribution contributes largely to increased net earnings and this branch of the business is too often left to incompetent clerks who do not appreciate the importance of education in car distribution. If the man in charge of equipment on any division does not study and keep thoroughly posted on the handling of cars he is not in a position to place instructions to Agents

and Yard Masters and is therefore an expensive man to have in service as the the mishandling of equipment increases train mileage from which there is no revenue. Train mileage has been decreased materially within the past few months by the very sensible and practical manner in which empty equipment is being hauled from one territory to another, viz., moving when light power is required and not on iron-clad instructions to deliver a certain number of cars per day.

Altogether we believe that every one is falling into line on the question of train-load and the result will be mutually beneficial. As a Government official recently remarked, "If the Government looked after the interest of the people as well as you fellows are looking after the interest of the railroad we would have some Government." Ain't it the truth?

Fuel Economy

Greenville, Miss., June 22, 1915.

Mr. A. H. Egan, General Superintendent,
Memphis, Tenn.

Dear Sir:

We have engineers on the Vicksburg Division who are very much interested in fuel economy.

A number of gratifying records have been made.

The most efficient performance, however, was made by Engineer A. R. Bigleben, trains 35 and 36, 135 and 136, between Greenville and Vicksburg; train consisting of three (3) cars, June 18th to 20th, inclusive. Actual miles, 460, including fire maintained during lay-over periods at Greenville and Vicksburg. Total amount of coal consumed, nine (9) tons.

This is the most remarkable record for fuel efficiency which has come to our notice since we have been connected with the system; especially when the fact is taken into consideration that this train performs local service exclusively, and made 153 stops during the period referred to.

I am assuming that you may wish to have some mention made of this remarkable performance in the Illinois Central Magazine.

Yours truly,
T. L. DUBBS, Superintendent.

Appointments and Promotions

Effective July 1, 1915, Mr. Fred B. Oren is appointed superintendent of the New Orleans Division, with office at Vicksburg, Miss., vice Mr. John W. Meehan, resigned.

Effective July 1, 1915, Mr. John W. Bledsoe is appointed train master of the Peoria and Mattoon districts, with office at Mattoon, vice Mr. Fred B. Oren.

Mr. Victor V. Boatner is appointed train master of the Effingham and Indianapolis districts, with office at Mattoon, vice Mr. John W. Bledsoe, transferred.

Effective July 1, 1915, Mr. Arthur M. Umshler is appointed train master of the

Memphis Division, with office at Memphis, Tenn., vice Mr. Victor V. Boatner.

Effective July 1, 1915, Mr. Frank E. Hatch is appointed train master, office at Centralia, with jurisdiction Branch Junction to Irvington, vice Mr. Arthur M. Umshler.

Effective July 1, 1915, Mr. James D. White is appointed train master Johnston City and Golconda branches, and Carbondale and Eldorado districts, except between DuQuoin and Pinckneyville, with office at Carbondale, vice Mr. Frank E. Hatch transferred.



MECHANICAL DEPARTMENT SUPERVISORY FORCE ON THE LOUISIANA DIVISION

MECHANICAL DEPARTMENT SUPERVISORY FORCE, LOUISIANA DIVISION

THE Louisiana Division has five outside points, namely, New Orleans, Harahan, Asylum, Canton and Gwin. On the first Monday in each month the General Foremen from these points are called to McComb and together with the General and Shop Foremen of McComb Shop a Staff Meeting is held, the Master Mechanic presiding. During these sessions subjects of interest to the Foremen are gone over, such as: Mechanical Department payroll allotment and expense, repairs to locomotives, engine failures, rebuilding and reinforcing freight cars, etc.

These subjects are thoroughly discussed by all present, and proves very beneficial to them, especially to the Foremen from outside points who do not have the advantage of personal supervision of the Master Mechanic.

Division News



ILLINOIS DIVISION.

Fordham.

Mr. Preston Blair is back among us after a siege of tonsillitis.

Mr. James Ferguson passed from boyhood to manhood Wednesday, June 23rd. He is now 21 years of age and allowed to smoke.

Mr. H. Holcomb is able to get around nicely.

Mr. T. M. Kavangh is glad the street car strike is over. It does away with the four long miles he had to walk every day.

Baseball.

The I. C. Safety First baseball team at Fordham continued its winning streak by defeating the Ashkum and Buckley, Ill., teams of Iroquis County. The feature of the last two games was the playing of Johnson on first base and the pitching and catching of Mulholland and Whalen, the Safety First star battery. Captain Holcomb, although unable to play on account of injuries he received the early part of the season, was out in uniform coaching on the side lines and it seemed to make the boys try all the harder to bring home a victory. The Safety First has now won 5 and lost 1 and would like to hear from some of the western towns. Address all communications to V. Schleger, care I. C. R. R., Fordham Yards, Chicago, Ill.

June 6, 1915.

Safety First.

AB.R. H. PO. A. E.

| | | | | | | |
|--------------------------|---|---|---|----|---|---|
| Pilot, ss. | 4 | 0 | 1 | 1 | 5 | 0 |
| Mulholland, J., lf. | 4 | 0 | 0 | 0 | 0 | 0 |
| Mulholland, p. | 4 | 1 | 3 | 0 | 2 | 0 |
| Berry, 3b. | 4 | 0 | 0 | 0 | 1 | 0 |
| Whalen, c. | 4 | 1 | 2 | 18 | 1 | 0 |
| Keiser, cf. | 4 | 0 | 1 | 0 | 0 | 0 |
| Johnson, 1b. | 4 | 1 | 1 | 6 | 0 | 0 |

| | | | | | | |
|------------------|---|---|---|---|---|---|
| Toole, rf. | 4 | 0 | 1 | 1 | 0 | 0 |
| Manion, 2b. | 3 | 0 | 0 | 1 | 3 | 0 |

| | | | | | | |
|-------------|----|---|---|----|----|---|
| Total | 35 | 3 | 9 | 27 | 12 | 0 |
|-------------|----|---|---|----|----|---|

Ashkum Collies.

AB.R. H. PO. A. E.

| | | | | | | |
|--------------------|---|---|---|----|---|---|
| Flott, cf. | 5 | 0 | 0 | 0 | 0 | 0 |
| Grovelit, 2b. | 5 | 0 | 0 | 1 | 3 | 1 |
| Collette, 3b. | 4 | 0 | 1 | 1 | 1 | 1 |
| Butler, c. | 4 | 0 | 1 | 16 | 0 | 0 |
| Nylen, 1b. | 4 | 0 | 0 | 5 | 0 | 0 |
| Johnson, p. | 4 | 0 | 0 | 0 | 2 | 0 |
| Bonzet, lf. | 4 | 0 | 0 | 1 | 0 | 0 |
| Schayea, ss. | 3 | 0 | 0 | 0 | 3 | 1 |
| Jensen, rf. | 3 | 0 | 1 | 0 | 0 | 0 |

| | | | | | | |
|-------------------|----|---|---|----|---|---|
| Total | 36 | 0 | 3 | 24 | 9 | 3 |
| Safety First | 0 | 1 | 0 | 0 | 1 | 0 |
| Ashkum Collies. | 0 | 0 | 0 | 0 | 0 | 0 |

Two-base hit—B. Johnson. Struck out—By Mulholland, 15; by Johnson, 14. Bases on balls—Off Mulholland, 4; off Johnson 1.

June 13, 1915.

Safety First.

AB.R. H. PO. A. E.

| | | | | | | |
|-------------------------|---|---|---|----|---|---|
| Pilot, ss. | 6 | 1 | 4 | 0 | 3 | 0 |
| Toole, rf. | 5 | 1 | 1 | 0 | 0 | 0 |
| Mulligan, 3b. | 5 | 2 | 3 | 1 | 2 | 1 |
| Berry, lf. | 5 | 2 | 2 | 1 | 0 | 0 |
| Whalen, c. | 5 | 2 | 2 | 12 | 0 | 0 |
| Mulholland, p. | 5 | 1 | 4 | 0 | 1 | 0 |
| Johnson, 1b. | 5 | 1 | 2 | 8 | 0 | 0 |
| Manion, 2b. | 4 | 1 | 2 | 2 | 2 | 0 |
| J. Mulholland, cf. | 1 | 0 | 0 | 0 | 0 | 0 |
| Dawson, cf. | 3 | 1 | 1 | 0 | 0 | 0 |

| | | | | | | |
|-------------|----|----|----|----|---|---|
| Total | 44 | 12 | 21 | 24 | 8 | 1 |
|-------------|----|----|----|----|---|---|

Buckley.

AB.R. H. PO. A. E.

| | | | | | | |
|-----------------------|---|---|---|---|---|---|
| Gleason, 2b. | 6 | 3 | 2 | 1 | 2 | 1 |
| A. Krumwed, rf. | 5 | 2 | 3 | 0 | 0 | 2 |
| W. Knuipple, 3b. | 5 | 2 | 2 | 2 | 3 | 0 |
| E. Krumwed, 1b. | 5 | 1 | 2 | 6 | 0 | 0 |

| | | | | | | |
|---------------------|---|---|---|----|---|---|
| Lietz, ss..... | 5 | 0 | 1 | 1 | 2 | 1 |
| Luhrsen, c..... | 5 | 0 | 1 | 13 | 0 | 0 |
| H. Knupple, lf..... | 4 | 1 | 2 | 2 | 0 | 0 |
| Doyle, cf..... | 4 | 0 | 2 | 0 | 0 | 0 |
| Lammers, p..... | 5 | 0 | 0 | 0 | 1 | 0 |

| | | | | | | |
|------------------|----|---|----|----|---|---|
| Total | 44 | 9 | 15 | 25 | 8 | 4 |
| Safety First ... | 0 | 2 | 0 | 0 | 0 | 6 |
| Buckley | 3 | 1 | 0 | 3 | 1 | 0 |

Two-base hit—Knupple. Three-base hits—Dawson, Pilot, Krumwed. Home run—Johnson. Struck out—By Mulholland, 10; by Lammers, 11. Base on balls—Off Mulholland, 1; off Lammers, 1.

Chicago Terminal.

The Signal Department employes on the Chicago Terminal have organized a Base Ball Club, H. Brandon being elected President, O. C. Hinkle, Manager, and P. J. Knoop, Captain.

The team has not yet lost a game and would like to arrange games with other I. C. R. R. teams.

Communications concerning games should be addressed to H. Brandon, 1612 East 53rd Street, Chicago.

South Water Street.

Heard the new office motto? "All business."

Ernie Cook spent Decoration Day

in Minneapolis with his brother, who is connected with the Hamburg-American Line in that city.

We hear in-freight girls are making clothes for the Belgium orphans.

Mr. D. Leer, assistant station accountant, is on the sick list.

Mr. Taylor, the stationer, was the first clerk to wear a straw hat. E. H. Belk was a close second.

Howard Haney, our excellent and unexcelled office boy, rides forty miles to and from work each day. Howard will be mayor of Harvey some day.

Mr. Leo Froehlich of In-freight Department went to Denver, Colo., June 14.

Mr. Jerry Casey of Claim Department is quite a violinist; also a very accomplished Irish step dancer.

Mr. John Brennan and Tom Russell of car record desk are going to spend their vacation on the Mississippi River. They leave on a special train over the I. C. to St. Louis June 21st.

We understand that H. J. Bowling's Boy Scouts, Benton Mullin and Frank Hanley, were present at a banquet in Louisville, Ky., May 1st.

Jimmy Murphy (the chief's right hand bower) intends to spend his vacation in Denver, Colo.



UNDEFEATED SUPERINTENDENT'S OFFICE BASEBALL CLUB, MEMPHIS, TENN.

The Misses Henry and Rhen presented Howard Haney, our gallant office boy, with a pair of black silk Sox on his birthday, Wednesday, May 12th.

Quite a few of the notice boys went to St. Louis with Mark Bowling and Harry Stahl for Decoration Day.

Our sympathies are extended to Mr. J. A. Pierce, who had the misfortune of losing his father and mother last month.

Indiana Division.

John F. Dillsworth, for the past twelve years janitor in the Indiana Division offices at Mattoon, died of heart disease June 1st, after an illness of less than an hour. He performed his duties the day before and seemed in his usual health. John will be greatly missed by everybody about the office. He was well liked and respected by all who knew him and had many friends in and around Mattoon. His widow survives and to her we tender our sympathy in her bereavement.

To John Dillworth, the Janitor.

It is only the Janitor,
Someone has said,
As they passed by the bier,
And gazed on the dead.
So they laid him to rest
In a house made of clay,
There he will sleep
'Til the Judgment Day.

He was only the Janitor,
Yet faithful and true
To perform all the duties
He was required to do.
Was always contented
Whatever his lot.
When supplies were needed
John never forgot.

Yes, only the Janitor,
From the rank and file.
But he was loyal,
On his face was a smile.
Sometimes as he labored
The world may have looked drear,
As he had been in service
For fifteen long years.

He was only the Janitor,
But kind-hearted and true.
Though humble his station
He had friends not few,
Who surely will miss him
As the days roll by.
Peace be his ashes
In the grave where he lies.

Earl McFadden, formerly file clerk in the Superintendent's office, has received a well-deserved promotion. His new title is Tonnage and Mileage Clerk.

Roy Stevens of Princeton, Ky., has recently come to Mattoon as File Clerk.

Now that the Illinois Legislature is threatening to adjourn, the Division Offices anticipate being favored occasionally with the presence of the genial Superintendent.

Conductor Chris Richmond is very popular nowadays with Master Mechanic Bell's office force because of the vigorous measures he took to recover a handsome umbrella belonging to one of the young women in the office. The umbrella was carried off of a train by a passenger. As soon as the loss was discovered Mr. Richmond wired the agent at Sullivan and had the umbrella returned.

Mr. A. F. Buckton, Chief Clerk to Master Mechanic Bell, was recently the victim of a birthday surprise party. Archie is the possessor of a beautiful traveling bag as a souvenir of the occasion.

Division Accountant A. C. Wilcox has returned from a three weeks' vacation spent in St. Petersburg, Fla.

Speaking of vacations, Saturday afternoons off makes a vacation every week, and isn't it great?

Miss Edna Riggs, stenographer in the Superintendent's office, expects to leave on her vacation the latter part of June. She will visit friends in Princeton, Ky.

Miss Victoria Gustafson, stenographer in Train Masters' office, is planning an extensive trip to the far west.

For some time it has been a sus-

picion on the Indiana Division that Conductor J. V. Fitch keeps a poem up his sleeve for every occasion. The suspicion appears to be well founded. A few evenings since a reception was given at the First Presbyterian Church at Mattoon in honor of Mr. and Mrs. F. J. Blickensderfer prior to their departure for Cincinnati, Mr. Blickensderfer having been promoted to a position in the General Offices of the Big Four Railway. During the course of the evening Mr. Fitch was called upon and responded with the following graceful verses:

The Faithful Few.

J. V. Fitch.

When at morn or evening service,
As I look around the room,
I am sure to see some faces
From out the shadows loom;
They are always at the service,
And stay until it's through—
Those you sure can count on—
The always faithful few.

They fill the vacant places,
And are always on the spot;
No matter what the weather,
Though it may be very hot;
It may be dark and rainy,
But they are tried and true—
The ones you can rely on—
The always faithful few.

Tonight we lose a member
Who is loyal and is true;
The Session sure will miss him,
And also the Pastor too;
One we could depend on
When there was work to do;
We'll think of him forever
As one of the faithful few.

We are loath to have him leave us,
And his faithful helpmeet too;
We shall miss their smiling faces,
We are sad to say adieu;
Wherever fortune leads them,
Friends they'll find both leal and true;
But we who've loved them longest
Still call them the faithful few.



SIGNAL DEPARTMENT BASE BALL TEAM
CHICAGO TERMINAL

Springfield Division.

Switchman Louis L. Lynn has been granted a leave of absence and is spending the time with friends and relatives in Minnesota.

Harry Zimmerli, Clerk to General Yard master at Clinton, has returned to work after three days' lay-off. He spent the time with his parents in Rochester, Ill.

Conductors C. P. Freeman and W. C. Harris have recently purchased new automobiles. The former has a new Mitchell 6, and the latter a Moon 4. Anyone wanting a free auto ride, please notify either of these gentlemen.

Brakeman L. J. Oswald of the Springfield District has taken a 30 days' leave of absence and is spending the time with relatives in Alhambra, Ill.

Brakeman C. L. Gilliland has gone to Denver, Colo., and other points in that state. He expects to be away about sixty days.

Conductor C. L. St. John has been granted a leave of absence for six months, account sickness and has gone to Rochester, Minn., and other points in the northwest for the benefit of his health.

J. W. Alexander, employed as Passenger Flagman on the Clinton District for the past two years, has resigned from the service and returned to his home in Patoka, Ill., where he has purchased a canning factory.

Conductor W. B. Herron, of the Havana District, who was granted leave of absence for one year, account sickness, writes from Hastings, Mich., where he is located on a farm, that his health is improving, but not yet able to return to work on the road.

Conductor Wm. Sharkey has returned to work after a few days' lay-off. He visited with friends and relatives in Amboy and Chicago.

Road Department.

James Throckmorton, formerly bridge Foreman and Supervisor of the Rantoul District of the Springfield Division,

died recently at his home in Urbana, Ill. He was on the honor roll of the pension department, having been retired from active service about twelve years ago.

Joseph Charbonneau, retired bridge carpenter on the Springfield Division, died recently at his home in Clinton, Ill. He had been on the pension list since June, 1914.

Frank Reed, Foreman of concrete gang on the Springfield Division, now constructing concrete pile trestle at bridge 264-3, will visit with his parents in Vandalia during the inclement weather.

After several months' leave of absence account ill health J. O. Mathews, fourth oldest Agent on Springfield Division, returned to duty at Bondville Station May 18th, releasing Extra Agent E. A. Witte.

J. E. Ward, Agent at New Holland, took a few days' lay-off and was relieved by Extra Agent O. S. Jackson May 10th.

P. R. Bryson was checked in as permanent Agent at Hanson May 19th.

Dickerson Station on Rantoul District will be discontinued as an agency and established as a prepay station July 1st.

W. Stone, Agent at Marine, returned from 25 days' vacation 31st May. Extra Agent A. L. Vallow looked after the station during his absence.

A. M. Clark, Agent at Beason, made a business trip to Chicago May 10th and was relieved by Extra Agent L. F. Giffin.

Extra Agent J. R. Watts is holding down the station at White Heath while E. R. Deland is taking his annual vacation.

G. S. Phillips returned to agency at Elwin latter part of April, having been off duty couple months account sickness.

C. E. Baugh, Agent at Toronto, will take two weeks' vacation commencing June 8th and will be relieved by J. L. Moore.

Mr. Louis Lighthall, Machinist

Handyman at Clinton Shops, will visit friends in Taopi, Iowa.

Mr. A. D. Wilson, Blacksmith Apprentice at Clinton, will visit friends in Indianapolis, Ind.

Mrs. J. Harris, wife of engineer, will visit in El Paso, Tex., and New Orleans, La.

Mr. F. Franek, Car Inspector at Glen Carbon, is visiting relatives in Indianapolis, Ind.

Mr. Martin Tucker, Carpenter, and wife, will visit relatives in Tustin, Mich.

Mr. W. S. Reigle, Fireman on the Rantoul District, will visit relatives in Philadelphia, Pa.

Mr. E. G. Sterling, Chief Accountant at Clinton Shops, has returned after a visit with relatives in Onawa, Iowa.

Mr. Jack Agee, Fireman, and wife will visit in Brunswick, Mo., with relatives.

Mrs. A. Rathburn, wife of supply man, will visit in Eureka Springs, Ark.

Mr. R. N. Hoyt, Engineer, will visit in Buffalo, N. Y.

Mr. F. W. Sieveking, Engineer, and wife will visit friends in Lewistown, Mont.

Mrs. L. O'Brien, wife of engineer, will visit in Minneapolis, Minn.

Mr. D. C. Potter, Engineer, and wife and son Wilbur will visit in LaFayette, Ind.

Mrs. J. M. Dale, wife of painter, will visit in Milwaukee, Wis.

Mr. E. J. Callahan, Engineer on the Havana District, will visit in San Francisco, Los Angeles, Portland, Seattle and other points in the west.

Mr. Andrew Johnson, Car Oiler, will visit in Menominee, Mich.

Mr. Geo. Ives, pensioned Engineer, and wife will visit in Denver and Colorado Springs, Colo., for the summer.

Mr. Robert E. Arndt, Machinist Handyman and wife, will visit relatives in Tustin, Mich.

Mrs. M. P. Dougherty, wife of Fireman, and two daughters, Frances and Delores, will visit in Charles City, Iowa.

Vicksburg Division.

It has been noted that since the last issue of the Magazine, our efficient agent at Greenville, Mr. F. B. Wilkinson, made a trip to the "Healing Wells," near Metcalfe, in search of the remedy to better his health, and from the best information obtainable, Mr. Wilkinson is now enjoying good health. All concerned are glad to know of Mr. Wilkinson's restoration of health.

It also has been noted that Ticket Agent at Wright, Miss., Mr. F. Mehlinger, made a trip to the "Healing Wells" for the purpose of "Taking Pictures" of this noted place, and its surroundings, as well as to partake of the "Healing Water."

Engineer Louis A. King reported doing nicely after having undergone an operation at the Kings Daughter's Hospital, for appendicitis, June 11th. A certain visitor called at the Hospital to see Mr. King while he was there, and asked the nurse where Mr. King was, the answer was: "Just go up stairs."

Chief Clerk to Superintendent, Mr. Seymour Simmons, left Greenville June 23rd to attend a meeting at Chicago in connection with the handling of the tonnage in Division offices; the tonnage to be compiled in the Office of Superintendents, effective July 1st.

File Clerk, Mr. W. B. Marks tendered his resignation June 5th, on account of poor health. Mr. Marks was relieved by Miss Zetta Beulah, who has been working for the past several months as Clerk in Chief Dispatcher's Office. The many friends of Miss Beulah are glad to learn of her promotion.

Gravel Inspector, Mr. P. R. Henderson promoted to position of Masonry Inspector, effective June 15th. Mr. Henderson's headquarters are at Dubuque, Iowa. Many regrets have been expressed at this young man's departure, but we congratulate him on his promotion.

Effective June 16th, Roadman W. J. Apperson promoted to position as Gravel Inspector, vice Mr. P. R. Hen-

derson. Mr. F. K. Anderson was appointed to the position as Roadman, relieving Mr. Apperson.

Conductor Mack Mahoney, Baggage-master W. E. Hardin and Porter Eugene Harris, attended court in the Doll Wade case, May 26th, 27th and 28th, as witnesses in behalf of the company.

Mrs. Myrtle Hammons, Clerk in Greenville Freight Office, recently made a few days' stay at Leland with home folks.

June 6th Baggage Master, Mr. C. G. Hill tendered his resignation. The many friends of "John Brown" regretted to see him leave.

Conductor W. E. Ross is now carrying his right arm in a sling, due to injury sustained in an accident in Greenville yards, June 2nd.

Flagman W. S. Ford returned to work June 9th after making a trip down in Mexico in search of something better, but failing to find this, returned to his post of duty, and now seems to be satisfied.

Conductor N. B. Kaigler has returned to work, after absenting himself from duty for several days, he being off for the purpose of rest and giving "the other fellow a chance." Kaigler was relieved by Conductor D. C. Parker.

Conductor Tom Hyer has again resumed duty on his run, Train Nos. 197-198, after a few days' illness.

Time Keeper M. P. Massey spent a couple of days with his home folks at Eupora, Miss., the latter part of June.

Division Accountant, C. Bourgeois made a "flying trip" to New Orleans June 29th, for the purpose of attending to "Some unfinished business."

Anderson Gladney, who has been in Red Cap Service at the Grand Central Station, Memphis, has returned to his old job, as Porter in Superintendent's Office at Greenville, relieving Porter Arthur Washington.

St. Louis Division.

DID IT EVER OCCUR TO YOU

That—You don't have to have a search light turned onto you to pick you out of a crowd in the dark. Just do something different.

That—Many a disabled booze fighting soldier wishes he had been killed in the first battle?

That—This is not a Christmas railroad in the Five and Dime store window, and that it takes somebody besides a boy in knee pants to run it?

That—You can often separate some common sense from the stuff that floats around the roundhouses and switch shanty?

That—You sometimes visit too long on the telephone while a higher salaried man is waiting to use it?

That—No good sensible working Bee will take business advice from a Bed Bug?

That—There is another way to raise the figures on your pay check besides being crooked?

Here is what happened at DuQuoin recently. Soon after No. 260, St. Louis stock train passed the telegraph office a man informed the operator



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that a cow had evidently fallen from the train as there was one on the right of way just south of the station. Dispatcher stopped the train at Yard Office and sent Night Yard Master Carlyle after the cow. While driving her up the track he was stopped by a man who inquired, "Where are you going with that cow?" He was told and replied, "I'll be damned if you are, that's my cow." And it was. The next time this cow or any other cow is found on the right of way at Du-Quoin, Carlyle says she is going to the stock yards.

We very often hear outsiders remark that the Illinois Central has the best looking locomotives of any road in the country. We know that is the truth, and we also know that they are just as good as they look. Some of us have worked on railroads from Portland, Me., to Mexico City, and from Florida to Oregon, but the Central has about the best of everything,

officials, employees, equipment, and there is some satisfaction in working under these conditions. Think it over.

They Need the Money

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For INFORMATION

In Regard to

Magnolia and Vicinity

Write

Stonewall Club

MAGNOLIA, MISS.

Work on the new extension to West Frankfort known as the Benton and Southern, has been completed and will open up new coal fields in that locality. It is expected that coal loading on the Eldorado district will increase to considerable extent the coming season, and additional facilities are being installed in anticipation.

News items and articles of interest for publication in the Magazine should be addressed to P. E. Odell, chief dispatcher, Carbondale.

The clerks in the local office at East St. Louis have organized a uniformed baseball team and are open for all out-of-town games. Anyone wishing a game with this team address A. J. Stratman, care local office.

Miss Estelle Matthaui, stenographer in Mr. Wells' office, will spend Sunday at Coulterville, Ill., visiting relatives.

Inbound Warehouse Foreman N. R. Huff attended the Western Handicap shoot at St. Louis last week and made a very favorable showing.

For 12 months May 31, 1914, to May

Station Agent's Electric Lantern



WHEN Tom Jones comes over to the station just after dark to get Aunt Martha's trunk, or a package from a Chicago mail-order house, the up-to-date Station Agent picks up his

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and goes out to the baggage room and takes care of the work to be done without the inconvenience of filling and lighting the old smoky, greasy oil lantern. There is no flame. No danger. It is a wonderful help to all railroad men who work at night.

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SIGNAL DEPARTMENT—ST. LOUIS DIVISION

31, 1915, 49,360 cars of perishable were handled through Mounds yard.

June 10, 1915, was heaviest day in history of Mounds icing plant when 236 cars perishable were iced in 24 hours.

An Emergency.

The station master on the Eastern Indian Railway had been given strict orders not to do anything out of the ordinary without authority from the superintendent. This accounts for his sending the following telegram:

"Superintendent's Office, Calcutta—Tiger on platform eating railway porter. Please wire instructions."

The Limit

"She is simply mad on the subject of germs, and sterilizes or filters everything in the house."

"How does she get along with her family?"

"Oh, even her relations are strained."
—Philadelphia Public Ledger.

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AUG 23 1915

Illinois Central Magazine

Federal Building, Paducah Ky.



August 1915

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in the interest of the Company and its 45000 Employes*

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*Office 1201 Michigan Av. Phone Wabash 2200
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J. H. NASH
Superintendent of Motive Power.

AFTER leaving school Mr. Nash started in railroad work as an apprentice to the machinist trade with the Vandalia R. R. at Terre Haute, Ind. After completing his apprenticeship and serving two years as a journeyman machinist on that railroad, he was employed in a similar capacity by the Big Four, Santa Fe, C. & E. I. and various machine manufacturers. He entered the service of the Illinois Central R. R. on April 6, 1897, as a journeyman machinist at Burnside shops, and after serving in that capacity for seven months, was advanced to position of gang and machine shop foreman. On April 21, 1901, he was transferred to East St. Louis, taking up the duties of general foreman at that point, and on January 1, 1903, he was made general foreman at Waterloo. On December 1, 1904, he was promoted to position of master mechanic at East St. Louis, and on October 4, 1907, was transferred to Paducah as master mechanic. On May 24, 1910, he was promoted to position of shop superintendent at Burnside, and on June 1, 1913, was promoted to position of superintendent of motive power in charge of northern and western lines.

ILLINOIS CENTRAL Magazine

Vol. 4

AUGUST 1915

No. 2

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

From Helena to Vicksburg in August, 1862

By Major John D. Crabtree

(Read before the Loyal Legion of Illinois, July 3, 1893)

THE object of this expedition was understood at the time to be of a two-fold character.

First, as a reconnaissance in force, to ascertain what was being done by the Confederates towards sending men and supplies into Arkansas, and

Second, to destroy, as nearly as possible all means of transporting the same, from the east to the west side, of the Mississippi river. We had orders to destroy everything in the shape of water-craft, large or small, to be found on the river, or in the arms or bayous connected therewith. The forces comprising the expedition were a fleet consisting of the gunboat Benton, under the command of Captain Phelps, of the gunboat flotilla, the ram Lioness and three other rams under the command of Lieutenant-Colonel Ellet, and also two transports carrying the Fifty-eighth and Seventy-sixth regiments of Ohio Infantry, with four pieces of

Hoffman's Fourth Ohio Battery, and also a detachment of about eighty men of Bowen's battalion of Missouri Cavalry, with two twelve-pound mountain howitzers, under command of Lieutenant-Colonel W. D. Bowen; the whole expedition being under the command of Colonel Charles R. Woods, of the Seventy-Sixth Ohio Infantry.

The expedition left Helena, Arkansas, on Saturday, August 16, 1862, and proceeded down the river, first landing at Island No. 65. On the way down many boats were destroyed, of almost all shapes, sizes and kinds (except steam boats), and it is safe to say that after we got through there was little chance left for carrying troops or supplies across the river.

At one large bayou, or arm of the river, we must have destroyed forty or fifty boats, large and small, from a little skiff to the largest kind of flat-boats. Some were cut to pieces with

axes, some destroyed by fire, while many were turned adrift in the river and cut to pieces by the rams. During a portion of the time when the last mentioned process was in operation, it was my good fortune to be on board the ram *Lioness*, and if there is anything more exhilarating than a cavalry charge or a toboggan slide, it seems to me it is being on board a ram, when, with a full head of steam on, she seems to put her head down and go for her victim, with all the vim and viciousness of the animal after which she is so aptly named.

Beyond this destruction of water craft, not very much of importance transpired on the downward trip until our arrival at Milliken's Bend, Louisiana. Of course there was the usual occasional firing upon the boats from shore whenever the channel carried us near enough so that the fellows along the bank thought it worth while, but as the decks were all pretty well protected by cotton bales, no one was hurt, and if it did the rebels no good it certainly did us no harm. On the morning of August 18th we reached Milliken's Bend, just as the early dawn began to give promise of the coming daylight, and there at the landing was tied a small steamboat called the "*Fair-play*," which had just come up from Vicksburg that morning, and proved to be a valuable capture; but as there was other business on hand just then, we of the cavalry had to defer paying our respects to her officers, and our visit to her bar, until a later period of the day. On the levee were about eighty negroes chained together, who had just been brought in to unload the boat. On the shore, a short distance away, was the camp of the Thirty-first Louisiana Infantry, with camp equipage for about 1,000 men, but there were only about 700 in camp. They evidently belonged to the Southern chivalry, and were no poor white trash, for the officers had fine wall tents, furnished with carpets on the floors, mirrors hanging on the tent poles, and other articles of luxury which soldiers are generally

supposed to dispense with. Had they supposed the "Yanks" were going to capture that whole outfit, no doubt some of those luxuries would have been left at home. This camp, however, was evidently not the "last ditch," for none of the so-called chivalry died there. On the contrary, when they saw "the smoke way up the ribber," when the "Linkum gunboats" were coming, to their everlasting discredit be it said, they incontinently "skedaddled," thereby saving themselves for an opportunity "to fight some other day."

It happened that the squad of twenty men of Bowen's battalion, which I had the honor to command as Second Lieutenant, was the first to land, and having learned that the personal baggage belonging to the officers of the valiant regiment which had just departed, had shortly before started out after them on the road towards Richmond, Colonel Bowen ordered me out on that road in pursuit. It was not yet fairly daylight, but we went out with a vim, and about two miles from the river landing we came up with an old gray-headed darkey, driving a pair of mules as fast as he could, and behind them, in all their glory, were six or eight large trunks, said to contain the baggage of the gallant officers of the Thirty-first Louisiana. That darkey was, or no doubt would have been later in the war, an "intelligent contraband," but at that particular moment he appeared to be a little the worst scared specimen of humanity possibly to be imagined. When ordered to stop, turn around and head his team for the river, he jumped off his wagon, and running to the head of his team, then to the rear of the wagon and back again, he groaned out in pitiful accents, "My God-a-mighty, Massa, whar my mules?"

When we got him calmed down sufficiently to distinguish the difference between a mule and a worm fence, he started back towards the river, with one man as an escort, but not before he had been relieved of the information, that portions of the fleeing "Tigers"

were just ahead of us, and having still nineteen good men left, we went forward at a brisk trot to investigate. We had gone but a short distance before we came in sight of a squad ahead of us, who at once climbed the fences and broke for taller timber.

When about three miles from the river what appeared to be the main body of the regiment, was discovered in and around some cotton gins and negro quarters, in such a position as to render it impossible to charge them, on account of the fences and other obstructions in the way, and my little band of nineteen men being outnumbered, in about the proportion of thirty or forty to one, it was deemed best to parley a little before going too far, and at once one man was ordered to go back to the river and bring up our little howitzers. In a very short time Colonel Bowen came up with the guns, and about sixty more men, and after dropping a shell or two into the enemy, we had the satisfaction of seeing them hastily disperse, and retreat rapidly towards Richmond. We at once charged them and succeeded in taking a number of prisoners and capturing the colors of the regiment. The pursuit was continued until we came within about a mile of the town, where we could see that the enemy was trying to make a stand; a few more shell, however started them on the run again, but when we got within about three hundred yards of the railroad station they again showed fight, and again we gave them more shells, and charging them with the old-fashioned yell, there was a hasty throwing away of guns and knapsacks, and a final and complete exodus of the Johnnies, while we were left masters of the situation, with full opportunity for investigating and destroying at our leisure.

On getting into town we found quite a large amount of supplies for the Confederate Army, being a considerable quantity of clothing, twenty-two hogsheads of sugar and many other valuable stores. It took but a short time to fire the whole lot, burn the railroad

station, the warehouses, as well as destroy the railroad bridge and telegraph lines, all of which was speedily done, with no loss whatever to us, the rebels having hardly fired a gun.

As soon as possible Colonel Woods came up with the infantry, they having hastily marched about ten miles, on a very hot morning, no doubt thinking from the sound of our guns that we might need help, and indeed we would had the Confederates stood their ground, and shown the same disposition for fight, that we have all known them to do on so many other occasions. To me their conduct on that day has always been most unaccountable. Possibly they were not all armed, or were without ammunition, or something of that sort; otherwise it would be incredible that some seven hundred men should allow eighty cavalymen to drive them ten miles, take their colors, some twenty-five prisoners, and destroy a large amount of stores, right before their eyes, and scarcely fire a gun. But for some reason they seemed panic stricken from the start, and never once got in shape to show fight. Undoubtedly our appearance at Milliken's Bend was a very great surprise to them, and yet, knowing the usual courage and bravery of the Southern soldiers, as displayed on many a well-fought field, I am at loss to understand why, in the course of the ten miles' retreat, and when they could see what a small force was pursuing them, they did not make at least a decent show of resistance.

Having no "unfinished business" at Richmond we leisurely retraced our steps toward the river, stopping to rest for a while at one of the finest plantations I ever saw. The owner had business in some other locality that day, and was not at home, but Madam was there, a high-bred, blue-blooded Southern lady, who showed a great deal of indignation to think that the northern mud-sills should thus trespass upon her premises. We were the first Federal troops that had ever been at that particular plantation, and consequently the cellar and smoke house were well

stocked with plenty of good things to eat and drink, and as the boys were hot and tired, hungry and thirsty, they were not absolutely prohibited from helping themselves to something with which to satisfy the cravings of nature in this respect. Madam complained bitterly at this, and very indignantly asserted that we could never subdue the South, preserve the Union, or put down the rebellion, especially if our men were allowed to thus trespass on private rights.

I remember saying to her: "Madam, the Union will be preserved, the South will be subdued, and the rebellion will be put down, if we have to make the South a desert and sow it with salt." At a later period of the war she no doubt became better acquainted with Yankee troops, for they are reported to have been quite numerous in that locality when Grant went down to Vicksburg in 1863.

The capture of the steamer *Fairplay* proved to be a valuable one, as her cargo consisted of 5,000 or more Enfield rifles and muskets, in the original packages from Europe, a very large quantity of ammunition, and a great many boxes filled with accoutrements and army equipment, which were said to have been destined for Little Rock, Arkansas. The boat was not wanting either, in that necessary part of a Mississippi steamboat, to-wit, a reasonably well-stocked bar, in which, to our great surprise we found, among other things, ice water, and after the hot and dusty ride of the morning, it is not surprising that we made frequent visits thereto to quench a soldier's thirst, singing Jack Stibb's favorite song, "Oh, Lord, how dry I am, Oh, Lord, how dry." It is needless to say that the eighty negroes of the chain gang didn't unload that boat at Milliken's Bend, neither did they stay in that locality. On the contrary, they came on board our boat, and no one attempted to put them off. There being just eighty cavalymen, and eighty of the colored boys, every one of our little command had a servant for the remainder of the trip. The contra-

bands did all the stable duty, and it was very funny, when orders were given to be in readiness to land at some place along the river, to hear each private soldier say to his particular darkey, "Boy, saddle my horse," and when the landing was reached, to see him strut along the gang plank followed by a darkey leading his horse, holding the stirrup for him to mount, and as the soldier rode away, touching his forelock with that peculiar deference so common to the slave in the days "befo de wah." The capture of the *Fairplay* and her cargo was a severe loss to the enemy, and, judging from the official reports concerning it, found in the volume to which reference has already been made, it was a complete surprise to the Confederate general commanding the district in which it was made, and whose headquarters were at Vicksburg. After finishing our business at Milliken's Bend we dropped down the river to within a short distance of Vicksburg, so near, in fact, that we could hear the alarm bells ring and guns fired. It was said afterwards that had we known the actual condition of things in the city at the time, we could have captured the place, as all the available forces had been taken to Baton Rouge under Breckenridge, there being then no anticipation of danger to Vicksburg. We lay off the mouth of the Yazoo river for a couple of days, while three of the light draft rams, the gunboat *Benton*, and the *Mound City*, proceeded up that stream, and at Haines' Bluff, seventeen miles from the Mississippi, they captured six pieces of ordnance, being two forty-two pounders, two thirty-one pounders, one twelve-pounder brass field piece and one twenty-pounder brass coast howitzer, with a large amount of ammunition for ordnance, as well as small arms, besides some muskets and camp stores. The four large guns being too heavy to be removed, were destroyed by bursting, but the remainder of the captured property was safely brought away.

On the 23d of August we commenced the return trip up the river. At Greenville, Miss., we landed and had a brush

with the enemy, near which place they had a considerable force, not only of infantry, but also cavalry and artillery. On our approach, however, they fell back some two miles from the river, and seemed to be maneuvering to draw us into an ambush, when orders came to return to the boats, our force being evidently too small to successfully meet the one opposing us, so far away from the support of the gunboats.

The latter, however, shelled the woods, and, as it was, there being no good place there to land our horses, orders were given for our boat to go up stream until a good place was found to get them ashore, which was done in about half a mile. In the meantime, however, Captain Benteen (lately Major Benteen of the Regular Army), Lieutenant Ballou, and myself, had gone on shore with the infantry, not knowing but that a landing of the cavalry would be made at that place, until our boat had pushed off and left us. Hastening along the levee on foot, we noticed tied to a post near a cabin, a cavalry horse, having upon him a McClellan saddle equipment complete, even to nose bag and picket pin.

Seeing no one in the vicinity we secured the horse, and proceeding on after the boat, keeping a sharp lookout for signs of the enemy, we discovered over the woods, about half a mile away, a column of dust arising, which seemed to us to mean business.

Reaching the boat, however, about the time the gang plank was shoved out, the men were mounted, and orders were given me to proceed with my twenty men a short distance down the river to reconnoiter, and we had not gone to exceed fifty rods when I halted, and bringing my men to the front, discovered quite a large force of rebel cavalry not more than eighty rods away, marching through the woods. Reporting this fact to Colonel Bowen, he immediately sent me a couple of the howitzers, with which we commenced shelling the woods in our front, and the enemy at once fell back out of range.

The infantry meanwhile were some

distance away under Colonel Woods, and we having only our eighty cavalry, were not in position to crowd matters very fast, and so could do little more than reconnoiter. To this end Colonel Bowen ordered me up the river with my squad, and we had not proceeded over half a mile above the boats, when we came upon a picket of four men, who seemed so surprised to see us, that they appeared perfectly dazed, and neither attempted to fire a gun nor to get away, but surrendered at discretion.

They were evidently not regular soldiers, but home guards or something of that sort, neither uniformed nor well armed, and no doubt just put into service for the particular occasion.

Disarming them, they were sent back to the boat, with an escort of one man and we proceeded down a road leading away from the river, and which brought us to a plantation where there were plenty of negroes, who were, of course, interviewed as to the number and situation of the enemy in the vicinity. From their statements it would appear that quite a large force had been gotten together, for the purpose of preventing, if possible, the return of our fleet up the river. We were sitting on our horses in a little yard, the negroes getting water for the men and being interviewed by me, when a mounted rebel suddenly dashed out of a corn field near by, immediately followed by another, while two of my men, without orders, at once started in pursuit. Feeling satisfied it was a scheme to draw us into ambush, I shouted to the men to come back, but the order, if heard, was not obeyed, and I waited with some anxiety the result, expecting every moment to hear a volley fired, or my men coming back with the rebels in pursuit.

Several shots were fired, but in a minute or two my men came back all right, bringing with them the belt and revolver of one of the men they had pursued, whom they had shot off from his horse as he ran, and dismounting had secured his belt and revolver as a

trophy. They had better luck than a squad of Company A of our battalion had the same day, under somewhat similar circumstances, when they were drawn into ambush and lost one man killed and two severely wounded.

Concluding it would be unsafe to remain inside the enclosures of the plantation much longer, we passed out into the highway again, and were surprised to see a single horseman approaching us, clad in a fine new gray uniform, and having on a military cap with plenty of gold bullion around it. He was splendidly mounted, and came riding towards us apparently without any misgivings, until he was within some six or eight rods, when he shouted out an inquiry as to where a certain Confederate regiment was, the name and number of which I have forgotten. I replied to him, "Here it is," when he again started toward us, but had not advanced more than a rod or so before he wheeled his horse like a flash, and showed us his heels, but we followed rapidly and commenced firing, and presumably the balls came so uncomfortably close to him that he halted, threw up his hands and surrendered. He proved to be an officer of the regular army, C. S. A., just come from Richmond to join his command, and having only arrived that day had not yet found it. Notwithstanding he was a high-toned Southern gentleman, he was that day a much chagrined and crestfallen Johnny, and found a place on the boat with our other prisoners.

Rejoining Colonel Bowen, the enemy was discovered in large force down in the woods, and the colonel had just ordered a charge, when Colonel Woods came up with the infantry and countermanded the order. For my part I was very glad he came just at that particular moment, for the information obtained from the negroes had satisfied me, that there was a large force of the enemy down the road upon which the charge was ordered, and that eighty men had no business in there. It simply meant a ride to death, without accomplishing anything.

It was afterward learned that the Confederate force consisted of some 2,000 cavalry and 1,000 infantry, besides some artillery. They had a wholesome fear of the gunboats, however, and that is probably all that saved our small force from a fight on that occasion, as they seemed determined that we should get away from the river before they would attack us. As it was we followed them a mile or more, taking a number of prisoners, horses, arms, etc., and then Colonel Woods being satisfied a further pursuit would be fruitless, the command was ordered back to the boats. The loss of the enemy must have been considerable, as the Benton shelled the woods with great persistency, and must have done considerable execution, as its shells certainly dropped in the vicinity where we knew the rebel force to be.

The results of the expedition were a complete success. We had captured a steamboat loaded with arms as stated, together with about forty prisoners, among them five commissioned officers. We had, also, a large amount of ammunition, two field pieces, camp equipage for about 1,000 men, and many other military supplies. We had destroyed a railroad bridge and telegraph, on lines communicating with Vicksburg, besides the railroad station, and a large amount of Confederate stores. We had destroyed four large siege guns at Haines' Bluff, and every boat we could find on the Mississippi river and its immediate tributaries, thus very materially interfering with the transfer of troops or supplies from one side of the river to the other, which had up to that time been carried on to a very large extent. The only losses of the expedition were one man killed and two wounded, all three being members of our little cavalry force. We had gone where we pleased, and done pretty much as we pleased, and our work being accomplished, we proceeded leisurely up the river and back to Helena. We stopped at one plantation on the way up, located in a horseshoe bend of the river, where it was said to be

twelve miles around by water, and only three miles by land between the two points. The plantation was raided for arms, of which a number were found, consisting mostly of rifles and shot guns. These were carried out upon the lawn, where the lady of the house watched the process of destroying them, which was mainly accomplished by trying to wind them around the live oak trees by which the mansion was surrounded. Seeing the fun the boys were having in this proceeding, Madam turned to her coachman who stood by, and remarked in the most haughty and sarcastic tone and manner, "There, Sam, you see what gentlemen these Yankees are." "Yes, Missis, I sees it," returned Sam, in a tone of sincere sympathy, which proved, however, not to be very heartfelt, for when, later in the day, we had passed around the twelve mile bend, and were still only three miles from the plantation, a bandanna handkerchief was waved from the bank of the river and upon landing, there stood the identical Sam, all his worldly goods tied up in a bundle and asking the Yankee gentlemen to take him along toward the North and to freedom. The Yankees were good enough for him. It is needless to say that for the remainder of the trip Sam was a passenger.

Among our prisoners was one for whom I formed quite an attachment during the few days he was with us on the boat, to whose limits he was paroled during our return trip to Helena. He was a Captain Tucker from Richmond, Virginia, and at the outbreak of the war was one of the professors in a University of Virginia. It was my good fortune to capture him with my little squad while following the Thirty-first Louisiana three or four miles out from Milliken's Bend. He

was a scholarly, cultured gentleman, and from his standpoint no doubt a true patriot. Sitting on the guards of the boat during those summer evenings, we had many long conversations about the war, its causes, its probable termination and results; and altogether I found him one of the most interesting and companionable gentlemen I had ever met. One evening the naval officers paid a visit to our boat, and, of course, we entertained them as best we could according to the custom of those days. On my invitation Captain Tucker joined us. It was a jolly party, wine flowed freely and the evening was passed with song, joke and story. We sang all the old songs, such as America, the Star Spangled Banner, Red, White and Blue, and others of that character, in all of which Captain Tucker joined us, with apparently as much earnestness and spirit as any one, and being a good singer he was quite an acquisition to our party. All at once, however, I missed him, and going to his stateroom, upbraided him for leaving us and insisted on his return.

In the pleasure of the occasion I had forgotten the difference in our circumstances, but he recalled them to mind by saying: "Lieutenant, please excuse me. You forget that I am a prisoner. I am obliged to you for your kindness, but all at once the thought came to me that I was a prisoner and I had to leave. Please excuse me." Of course, there was nothing more to be said, and I left him to his own sad and bitter reflections.

On arriving at Helena we parted, and I have never seen or heard of him since, but have often wondered whether he survived the conflict or what became of him.



PUBLIC OPINION

What the



World thinks

A CONCRETE EXAMPLE OF EVIL IN STATE RAILROAD OWNERSHIP

A PROPOSITION fraught with danger to the future of Georgia is before the general assembly at Atlanta. It is embodied in two bills, one of which is to amend the state code of laws and the other to amend the state constitution, the purpose of each being to prevent the construction of any railroad which would parallel the Western & Atlantic Railroad, that is owned by the state and extends from Atlanta to Chattanooga, 137 miles. This road is now leased to the Nashville, Chattanooga & St. Louis Railway Company until December 27, 1919, the latter road being controlled by the Louisville & Nashville railroad company through stock ownership.

These contemplated changes in the law and the constitution are results of an application last October to charter the North Georgia Mineral Railway Company to build a line about 55 miles long from Atlanta northward to Warford's Crossroads, in Bartow county, connecting there with the Louisville & Nashville Railroad. There was an immediate agitation against the projected enterprise, arguments being advanced in the public press and elsewhere to the effect that the granting of a charter for it would depress the rental value of the Western & Atlantic Railroad when the question of renewing the lease had to be considered. It was suggested that a special session of the legislature be called to act in the situation, for the secretary of state could not legally do otherwise than grant the char-

ter requested. But after an exchange of correspondence with the governor, the petitioners withdrew their demand for a charter and awaited the regular session of the legislature this summer.

On behalf of the petitioners it is asserted that the contemplated line would not in any sense parallel the Western & Atlantic Railroad, that it would connect with the Louisville & Nashville Railroad's direct line to Knoxville, that it would cost between \$3,000,000 and \$4,000,000, and would moreover, result in extensive mineral and industrial developments in Bartow county, where before the civil war there were fourteen iron furnaces, and there is now not one, although the iron ores are of excellent quality and are sent to Chattanooga and Birmingham for smelting.

Leaving all questions as to the value of the state's railroad property and its rental aside, there remains the still greater question of the public welfare, and if the general assembly were to make the changes proposed, and thereby lay down a narrow rule of conduct respecting railroad charters, a blow of such grave severity to future enterprise would be dealt that the commonwealth would not recover from its effects for many years, even if remedial measures were instituted by the next legislature. This especially is no time to impose obstacles in the way of enterprise and capital. Elsewhere there have been reactions from the extreme anti-corporation policies which have delayed development in many parts of the country, and it is discouraging to find in one of the greatest of southern states the ex-

istence of a militant spirit which would hamper enterprise and discourage investment, and which, moreover, is wholly out of harmony with the declarations of its constitution respecting freedom of competition and opposition to monopoly.

Involved in this question are the great possibilities of evil of state ownership of railroads. If Georgia should, by reason of the fact that it owns the Western & Atlantic, refuse to permit independent interests to build a competing line, it would give the fullest possible proof of the destructive influence of state ownership or of national government ownership of railroads. Georgia could better afford to give the Western & Atlantic away than it could afford to use its ownership of that line to stifle initiative and development work on the part of its people or of capitalists from other sections who may desire to build other roads. If once state ownership is used in this way, it will bring about destructive influences which will hold in check material development far beyond what can now be easily seen.

These statements are made entirely without any relation to the proposed road which has aroused such interest in the state or as to the ownership of the lease of the Western & Atlantic. Anything which by virtue of state or national ownership of railroads would halt the initiative in building other roads to open up undeveloped sections, deserves condemnation. In this country we are more and more needing to get away from the restricting, business-killing, governmental interference with upbuilding enterprises and encourage men of energy and capital to undertake broad construction work.—The Baltimore Manufacturers' Record.

SOUTH'S INDUSTRIAL GROWTH **Wonderful Business Activity Re-** **ported From All Sections**

THERE are increasing evidences that the south, instead of being backward even in agriculture, is making an

advance in farm and factory interests comparatively greater than that in other parts of the country. Announcement has been made of the organization of a large shipbuilding and dry dock company to do business in Mobile. This is possibly of less importance than the increased activity of concerns now operating. The Newport News Shipbuilding and Dry Dock Company, which maintains the largest shipyard in America, has under contract between \$20,000,000 and \$25,000,000 of work. Employees number 5,500, an increase of 20 per cent over last year's roll. The Maryland Steel Company is building nine big steamships at Sparrows Point, Md., the contracts amounting to \$5,000,000. This company now employs 2,400 men and expects shortly to add 300 more.

The South is actively participating in European business. The prosperity of the two organizations just referred to has given an impetus to the Mobile venture, in which \$4,000,000 is involved, and has also induced Galveston capitalists to organize a ship company. All things considered, the South has marketed its cotton crop with success. It is now the general opinion that the cotton situation could have been handled without the elaborate measures provided. The present sound conditions, however, could not be foreseen. In other ways the South is awake to opportunities. From a large oil field in central Oklahoma comes the report that "it is one of the busiest spots in the United States," producing 300,000 barrels a day. Fourteen power plants, costing \$3,000,000, have been completed there. Many pumping stations are being constructed, each at a cost of \$70,000. The crude oil business of southern fields is increasing rapidly, as both foreign and domestic demands are heavier.

The Manufacturers' Record of Baltimore points out the wide diversity in the industrial activities of the South. A traction company in West Virginia is preparing to erect a \$500,000 electric power station. A \$1,000,000 coal pier is to be constructed at

Baltimore by the Pennsylvania railroad. In Mississippi a lumber company is erecting a \$500,000 sawmill, driven by electricity. A tanning enterprise involving another \$500,000 is reported in Tennessee. North Carolina is to increase its thread mill activities by the erection of a \$500,000 plant. A Wheeling iron company plans to issue \$5,000,000 in bonds for permanent improvements. The Southern Power Company of North Carolina, which already has more than \$10,000,000 invested in hydro-electric operations, has begun construction work on a plant which will generate from 30,000 to 50,000 horse power. Not the least important of the South's ambitions is the reopening of the Mississippi River to freight and passenger traffic. A line has already been placed in operation.—The Daily News.

RAILROAD RATES AND PROSPERITY

THE Herald's well-informed Washington correspondent learns that the Interstate Commerce Commission has virtually decided that the request of the western railroads for higher freight rates should be granted. What the increase will add to railway income remains to be seen. Guesses of "\$100,000,000 a year" emanating from opponents of the increase are subject to heavy discount.

The news is not pleasant to shippers who will pay the higher rates, but is not unexpected. Many associations of manufacturers and merchants have urged that the increase be granted, on the ground higher rates are better than decreased service. Persons having no financial interest in either side of the controversy have long regarded some increase as inevitable, for this simple reason:

For several years past the railroads have had to pay generally increasing prices for nearly everything they have to buy or hire, from equipment and supplies to labor and capital. When a great industry gets into that situation

one of two things is bound to happen: Either it will have to charge more for what it has to sell or it will have to give less for the charge, which in this case means less or poorer service.

The situation may be eased by economies in operation and by increasing the volume of business, but both methods have their limits. When those have been reached then income must be increased by higher charges in order to cover the outgo, or outgo must be decreased by cutting down the service or failing to keep the plant at highest efficiency. Nor are these general conclusions invalidated by pointing to certain fortunately situated roads which have still been able to pay good dividends. That ignores the many other roads not so fortunately situated.

It is deemed unlikely in Washington that the increase will have any visible effect on the average family's living cost, and is likely to promote prosperity by encouraging investment in railway securities. There is a great deal of money looking for investment, but of late years cautious investors have been somewhat shy of railroad securities because of the increasing narrowness of margin between railroad income and outgo. And whatever increases confidence and encourages savers to put their money at work in constructive enterprises increases prosperity. And that is what we all want.—Chicago Herald, Tuesday morning, July 6, 1915.

RAILWAY MAIL PAY.

WHEN the United States government engages the second industry of the land in a pitiless war over the proper pay for a railroad hauling a pound of mail, some sort of a surprise is not out of order. It is reserved for Americans alone to see howitzers taken up to settle a question of accounting.

The railroads claim that the government is not paying them sufficiently for carrying the mails, and the government is just as loud in its denials and counter assertions that the rail-

roads are overpaid. Incidentally, no railway mail pay legislation was enacted at the last session of congress as a result, and now both sides are preparing for a display at the December session of congress. Chairman Moon of the congressional committee seems to be imbued with the spirit of driving a good bargain and "saving millions for the government." But the public, who must support the railroads through the passenger, freight, express, and mail tolls, certainly expects the government to bear its fair share. A million clipped off the mail pay will mean a million added somewhere else. One congressional committee has already submitted a report favoring more liberal compensation, and congress should either accept its finding or be in a position to prove its falsity. The railroads have suggested that the matter be left to the Interstate Commerce Commission.

But more important than all other considerations is the question of ethics. The government has the power to compel the railroads to carry the mails at a loss, possibly, but its power should not be so misused. A government that demands frank and honest dealing between the business men of the nation should take every opportunity to set an example.—The Chicago Tribune.

SOMETHING OUT OF THE USUAL

It is something of a rarity these days of general "knocking" to hear a man, especially one of considerable experience and in position to know whereof he speaks, say nice things of a railroad, so unusual and out of the ordinary that it is worthy of mention when it does occur.

A group of men were standing in front of a local hotel the other morning waiting for No. 23; three or four drummers, a couple of railroad men and the writer. The conversation was general for a time, until one of the railroad employes commented on the efficiency and general method of the I. C., remarking that it seemed to him that the company had a mighty poor way of making

itself popular with the people along its lines.

One of the traveling men, Ben. T. Allen, a well-known salesman for a Louisville house, making his home at Jackson, Miss., took up the remark quickly, with about this answer; "Well, I want to tell you that I've found the I. C. the best and most accommodating line that turns a wheel. I travel it regularly as well as on other lines in this trade territory, and I ship my stuff from Louisville hundreds of miles out of the direct line in order to route over the I. C. It's the best and quickest and the most accommodating line that I know," and continued after a slight pause, "and the I. C. don't know that I'm alive, either."

The little chance conversation interested the writer, not because of the nice words for the I. C., but because a man who spends his money with the railroad should so quickly defend the line against the charges of one who for many years has drawn his living from that very railroad.—The Water Valley (Miss.) Progress, July 10, 1915.

THE SOUTHERN GRAIN BELT

Do you know that the grain crop now growing in the fields of the South exceeds in value, largely, the total of the most valuable cotton crop ever gathered in this section? It is a fact.

Do you know that the farmer who diversifies his crops finds it much easier to get financial backing than the one who clings to the one-crop fallacy? It is a fact.

Do you know that bankers, merchants, transportation agents and professional men are working hand in hand with the farmer to find economical methods of marketing these "new" crops? It is a fact.

According to the government forecast, based on conditions existing July 1, the Southern states this year will produce 1,540,000,000 bushels of wheat, corn and oats. This is a gain of 286,000,000 bushels over last year. These figures do not include an increase of 6,000,000 bushels in the rice crops of

Louisiana and Texas and Arkansas.

Tennessee this year will produce 14,886,000 bushels of grain more than in 1914; Arkansas' increase is 23,591,000 bushels, exclusive of rice; Mississippi has an increased grain production of 19,914,000 bushels, and Alabama shows a gain of 16,905,000 bushels.

While the South has increased grain production approximately 23 per cent this year, the balance of the country shows an increase of only $5\frac{1}{2}$ per cent over last year.

The Manufacturers' Record estimates that grain crops of the South in 1915 will represent at least \$250,000,000 more than last year.—Commercial Appeal, Friday, July 23rd, 1915.

EGAN HEADS TERMINAL CO.

Many Railroad Men Come Here to Attend Annual Meeting

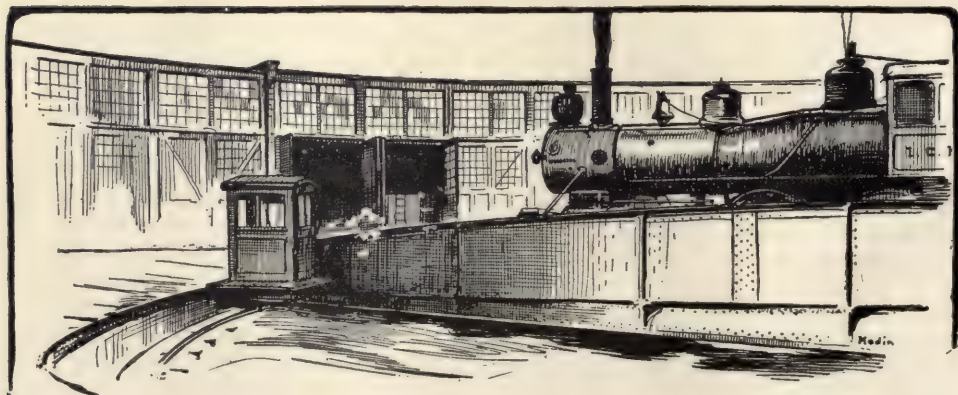
Representatives of nearly all railroads entering Memphis came here yesterday to attend

the annual meeting of the Memphis Terminal Railroad Company, which was held in Grand Central Station.

A. H. Egan, general superintendent of the Yazoo & Mississippi Valley Railroad, was elected president; W. S. Martin, president of the Union Railway Company, vice-president, and G. T. Roach, Mr. Egan's chief clerk, secretary.

The Memphis Terminal Railroad Company owns a large tract of land south of the union depot, between Virginia and Iowa avenues, which all the roads bought a few years ago when they considered building one union station.

Attending the meeting, beside the officers elected, were C. N. Burch, Memphis, general solicitor Y. & M. V. R. R.; W. L. Mapother, Louisville, vice president of the Louisville & Nashville; John Howe Peyton, Nashville, president of the Nashville, Chattanooga & St. Louis; H. B. Spencer, Washington, vice-president of the Southern Railway; C. W. Nelson, St. Louis, vice-president of the Cotton Belt; C. P. Cooper, Memphis, executive general agent of the Southern Railway; F. N. Fisher, Memphis, superintendent of the Louisville & Nashville, and J. N. Cornatzer, Memphis, general passenger agent of the Frisco.—The Commercial Appeal Memphis, Tenn., Wednesday Morning, June 30th, 1915.



Paducah, Kentucky

"The Pride of Jackson's Purchase."

by Elliott C. Mitchell

Associate Editor "Paducah Evening Sun"

THE city of Paducah nestles at the forking of the Tennessee into the turbid waters of the Ohio, Nature's child in a rich environment; Queen of West Kentucky, and the undisputed Metropolis of the territory to north, south, east and west, for a distance of 200 miles. With 30,000 souls properly listed among her inhabitants, teeming with industry and striving for greater industry, rich in history, but richer in history to be made, proud of the past but building a future of a greater pride; Paducah is typical of the "new south," that Phoenix which has arisen triumphant, from the dead ashes of an undeveloped past.

Paducah revels in glories come and gone, but the writer does not believe that the past is of as much interest to the possible readers of this article, as the present and future. Historical societies might take issue. If they do, they will find here all their hearts desire of heroes dead and gone and the heroic things they did.

Battered like a shuttlecock in the war between the states, Paducah served alike the blue and the gray, was alternately despoiled by both, and buried the dead with tears alike for north and south. Here fought and died Lloyd Tilghman; here Morgan raided; here Lew Wallace camped; here Grant's eagle eye swept the vista to the south; here Nicholas, grandfather of Theodore Roosevelt, anchored the first adventurous packet to come south of St. Louis; here lived and died the

man, Jack Sleeth, who laid the first submarine cable in existence, and here were born and reared a score or more, whose illustrious names have done honor to history's pages, since the twenty-sixth day of a fair and sparkling month of May, in the year 1827, when Paducah first came into being, and graduated from Indian camp of Chief Paduke, her red godfather, to the township of Paducah, gratefully so-called, in his memory. So much for the old Paducah and the red wine of courage that moulded in her ancient bottles.

Of the Paducah of today more may be said by an hundred times, and yet not half be told. Let the reader be warned our contribution to "Who's Who in America" has not ended with the work of the past, as has that of many an eminent producer. Barney Dreyfuss still hands Hanns Wagner pay checks which his early training in Paducah have developed. Marc Klaw's genius for the mastery of stage and box office is an inheritance from Paducah birth, and last, but not least, Irvin Shrewsbury Cobb has gone forth to bully Kaiser's and Kitchener's and to make his Majesty, the American Man, laugh with the laugh that knows no equal, firm in the knowledge that one whose cradle has rocked in the breezes of Paducah and whose infant destinies have survived the ministrations of dusky nurses from the Purchase, has small need to blink the eye or bow the knee before musty potentates on tin-

sel thrones. That for history and the Dame is welcome to it. Now for the things that Bradstreets likes to handle.

To begin with, Paducah is essentially the center of the dark tobacco growing district, the "black patch" of America. The physical valuation of her receiving warehouse borders on \$1,500,000. The value of the annual receipts of these houses will run from \$5,000,000 to \$7,000,000. In the tobacco season deliveries come into the city from a radius of seventy-five miles to the south and west. It is no uncommon sight to see, in the course of a single day, 600 loads of the weed, parked in long lines, to await their place at the barns. When the season is on, retail business is at the best. Thousands of dollars, distributed to the surrounding territory, find their way to Paducah mercantile establishments.

During the season of 1914, when chaotic conditions in Europe made the export tobacco trade duller than it has ever been, Paducah continued to buy heavily, and to the co-operative assistance of local buyers, many tobacco growers owe their continued existence as farmers. The present season, in prospect, is one of the best on record. A big acreage and splendid growing conditions point to an enormous crop of fine quality.

In addition to the receiving warehouses, two tobacco factories are established here, live, vigorous concerns, with good payrolls.

In other lines of agriculture, Mc-Cracken County, surrounding Paducah, is fast coming into its own. It possesses some of the finest truck gardens and orchards south of the Mason-Dixon line, the result of the strenuous work of the business men in the city, who have induced the farmers to experiment with diversified farming. To assist them in their new endeavor, a county farm agent, or demonstrator, is kept the year round at the joint expense of city, county and federal government. A growers' association, organized by the men of the city for the benefit of the county, now ships Mc-

Cracken county vegetables to all America. Michigan is a ready taker of its celery and lettuce, New York of beans, Minnesota of potatoes, Missouri of anything it has to sell. The total wealth of the county, under this careful supervision, has increased tremendously in the last two years, and is still in its infancy.

Sales of produce on the local market are made through the medium of a municipal market house, owned and controlled by the city. This market, a block in length, is rented in sections, at a nominal figure, to sellers of meat, fruit and vegetables. It is sanitary and convenient, and it is the medium of enormous savings to the housewife and greater gain to the farmer by elimination of the middleman.

The city of Paducah is under the Commission form of government, now in its experimental year. Four commissioners and a mayor, elected on non-partisan tickets, control its municipal affairs. The usual minor officials and a park and health board complete the official make-up. The city's tax rate is \$1.80, based on 60 per cent of the valuation. It possesses a boulevard and park system, with municipal play grounds, in charge of a competent salaried instructor. Its streets in the residential district are oiled, in the business district built of asphalt. A ten-story office building, two handsome bank buildings, a big public library, and several decidedly imposing churches constitute its architectural prominence.

The city possesses five well equipped fire stations, a motorized department, and is rated as first-class by the state authorities. The police force is competent. It approximates forty men. Street railway facilities are abundant, eight lines and modern rolling stock, under good management.

A live Board of Trade, with a splendid freight rate bureau, a hustling Retail Merchants' Association, associations of the manufacturers, the coal men, the grocers and similar minor organizations, are ever ready to handle





Woman's Club



Seitment House

Paducah Ky.



East Kentucky J.C. Employees' Hospital



Hospital

municipal problems in an intelligent way. A Rotary Club, a Good Roads Club, and an automobile club, established for mutual benefit and social intercourse, are potent factors in welding the efforts of citizens for better things.

The manufacturers of Paducah are varied. The Paducah Cooperage Company, supplying both domestic and South American trade; the Cohankus Manufacturing Company, Lack Single-tree Company, and Lack Malleable Iron Companies; Lax-Fos Co.; the Southern Textile Machinery Co.; the Lancaster Parquet Flooring Co.; Paducah Hosiery Mills; Mayfield Woolen Mills; Langstaff-Orm Mfg. Co.; Sherrill-Russell Lumber Co.; Fooks Lumber Co.; Smith & Scott Tobacco Co.; The Paducah Box & Basket Co.; Little Spoke & Wagon Works, and the Paducah Brewery, are among the more prominent. The trade of all is excellent, and the payrolls big. The wholesale liquor business is also a big factor in city revenue, two of the largest houses in the south operating from here.

As a river point, Paducah retains whatever of the fast fading glory of the old river days remains. Situated exactly at the junction of the Ohio and the Tennessee, but a few miles below the entrance of the Cumberland, and with the Mississippi miles below, the city could hardly be outmaneuvered in river facilities. Daily packets ply to Illinois points, and semi-weekly boats to the extreme of the Cumberland and Tennessee and to St. Louis. Other craft are docking continuously on their way to and from river terminals. An immense coal output from the upper Kentucky mines goes through by river continually. Two big mining companies, the Eureka and the West Kentucky, maintain headquarters here, and one operates an extensive barge building plant.

Rich mineral deposits are adjacent, coal and floor spar predominating, with a good deal of excellent building clay.

The railroad prominence of Paducah has been a story long told. The site of the huge shops of the Illinois Central, the city for years has possessed a never failing source of revenue from shops' payrolls, even at times when other industries were not so well on foot. Continuous freight and passenger service is given by the Illinois Central and by the N., C. & St. L.; the division headquarters of the latter road are here.

Railroad growth, however, is only beginning. During the month just ended, the work of building the Paducah and Illinois railroad has been completed. The Paducah and Illinois is 14 miles of double track running from Paducah to a point on the Ohio river, where a four million dollar bridge is now in process of construction. The other approach will be at Metropolis, Illinois. The bridge is being constructed under the supervision of the Burlington, and when completed it will carry trains of that road, of the N., C. & St. L., of the Illinois Central and of the Big Four, throwing through Paducah an enormously increased north to south traffic.

The psychological effect of the great work has been very perceptible and very good. It has proven a tonic to business conditions at a time when national depression had set in, and the humblest Paducahan has visions of the brightest of futures. The bridge is now well under way and its completion in two years and a half is expected.

There are a great many other points the careful biographer of Paducah could pick up with which to impress the unwary reader. In full possession of those attributes which stamp a community as metropolitan, Paducah dazzles the eye on first inspection. The general expression of the visitor is that the population, judged from appearances, would reach 50,000. Good streets, pretty homes, city and country clubs, broad walks, excellent hotels, theaters, and all the externals of a "good town" are readily observed. There is little lacking to make condi-

*Junction of the Ohio & Tennessee Rivers
at Paducah Ky*



*Palmer House and I.C.R.R.
Ticket Office*



*Paducah
Ky*

*Looking across Ohio River from
foot of Broadway*



tions ideal for the resident, and thorough satisfaction is a standby of dwellers within Paducah's portals.

But dearer than all these; more significant in its promise for the future, is the undercurrent of pulsating life in business and society, the inner evidence of a spirit to be re-born, and to forge ahead where others fail, which so thor-

oughly permeates Paducah. It is a city with an eye on its destiny, affixed to a bright star. It is a city which believes the good things of life couldn't miss it if they would, and because it is all that, it is a city of the times, of the present, and of the future; a city that holds its young men to its side, and invites their brothers from afar.

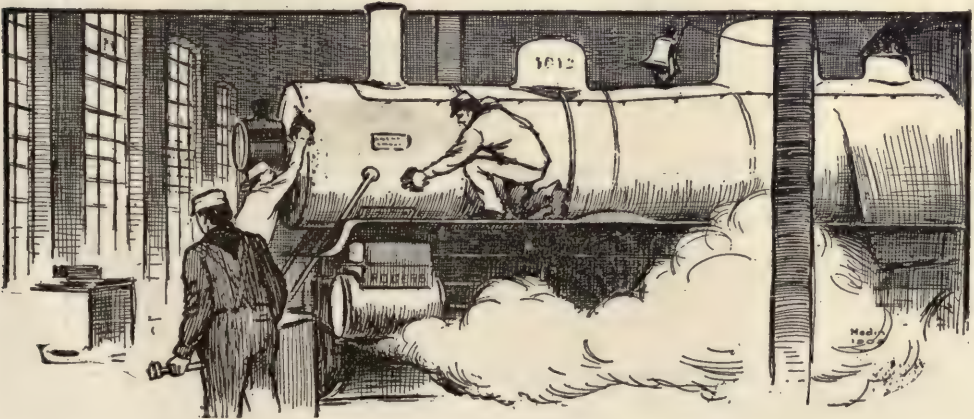
A Letter Complimentary to the 57th Street Training School

Mr. J. J. Pelley, Superintendent, Fulton, Ky.

As to my views of the Illinois Central training station in Chicago, I think any young man that has given railroad life the thought as his future position, can get a good start in the service by attending the station school, as it gives him a very good idea as to the agency work, which should be mastered in some degree by all beginners. And any one can get a most thorough knowledge as to tariffs and what order they should be in, and the regulations on inflammables and other dangerous articles by freight and baggage, and the kind of label they require for shipment. And the ticket office department, which all the students can get very familiar with, as to selling tickets, checking baggage, local and excess, and the checking of dogs and other things than regular baggage. And the freight received books, tickets and cash book, and how they should be handled, and also the daily, weekly, monthly reports, and on what days they should be sent off.

Besides the agency work there is the telegraph department, in which the students can get the real "dope" over the wires, and no young man ever goes and regrets the four weeks spent in school under the instructions of Mr. E. A. Barton.

J. L. Peacock.





OW Employees may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employees desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employees:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5.00 or any multiple of \$5.00, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Companys books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,
Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



The Railway Mail Service

A Sketch of Its History and Principal Features

By H. L. Fairfield, Manager Bagage and Mail Traffic

Early Postal Service on Railroads

THE United States mails were first carried on railroads in 1834, at the end of which year the total length of mail routes in operation was 78 miles. By 1864, 30 years later (the beginning of the distribution of mails en route; in other words, of the railway mail service proper), there were 22,616 miles of mail routes in service. At the present time mails are carried on 231,398 miles of railroad.

Prior to 1864 the mails carried on railroads were in closed bags, not opened en route, although for a short time, immediately preceding 1864, there were some lines on which a postal employe traveled on the train and assorted packages of letters, not individual letters, received from local postoffices so as to avoid the delay in carrying all of the mail through to the terminus of the train for distribution in the terminal postoffice; however, no distribution whatever was made of any mail going beyond the terminus of the run, all of which was sent to the terminal postoffice for separation, of course delaying the mail from 12 to 24 hours.

Apparently the idea of separating mail en route so as to avoid this delay originated in the mind of Geo. B. Armstrong, who had been for many years Assistant Postmaster of the Chicago postoffice. Mr. Armstrong had an extended reputation as an exceedingly able postal official, and he made the Chicago postoffice a model, postmast-

ers coming many hundreds of miles to study his methods, as at that time there was practically no uniformity in the postal service. Mr. Blair, Postmaster General under President Lincoln, had a great deal of faith in Mr. Armstrong's ability, and was readily induced by the latter to give a thorough trial of his system of distributing mails en route. Postmaster General Blair gave authority to go ahead with the trial July 1, 1864. Mr. Armstrong arranged with the Chicago & Northwestern Railway for a mail apartment car fitted up with what we would now consider very crude letter cases and bag racks. The car was placed in service on August 28, 1864, running between Chicago and Clinton, Ia.

The advantages of this system were so immediately apparent that similar service was soon established between Chicago and Quincy on the Chicago Burlington & Quincy Railroad, and between Chicago and Rock Island, on the Chicago, Rock Island & Pacific Railroad, and a little later between New York and Washington on the Pennsylvania Lines, and was rapidly extended to cover all important lines of railroads then in operation in the northern and central states.

The first service requiring an entire car, which we now call "Full Postal Car Service," was between Boone and Council Bluffs, Ia., on the Chicago & Northwestern Railway, and began in 1867, three years later. This service

was established particularly to distribute the mails for the far west, which had previously been turned into the Council Bluffs postoffice for distribution, thereby delaying the mails 24 hours, as there was only one train a day running west of Council Bluffs at that time, and, in fact, for many years thereafter.

Among the first to be appointed railway postal clerks was James E. White, of Chicago, afterwards, for a great many years, General Superintendent of the Railway Mail Service, now living in retirement; also James E. Stewart, still an active postal official, who for many years has been Postoffice Inspector-in-Charge at Chicago.

The Railway Mail Service developed so rapidly that it soon became necessary to organize it as a separate department of the postal service. The country was divided into six divisions, each with a superintendent in charge under the direction of a general superintendent located at Washington. Naturally Mr. Armstrong was made the first general superintendent of the Railway Mail Service, which was in 1869. However, Mr. Armstrong's strenuous efforts in building up this new service undermined his health and he died two years later. While, of course, the Railway Mail Service has since immensely expanded, and many details have been added, it remains in principle today the same as established by Geo. B. Armstrong in 1864.

Growth of the Railway Mail Service

The six original divisions of the Railway Mail Service have been expanded to fifteen, having 140 supervisory officers and 19,569 postal clerks. There are 1,434 full postal cars in service and 4,257 mail apartment cars. The department estimates that during the fiscal year ending June 30, 1914, the Railway Mail Service handled 13,407,594,861 pieces of ordinary mail matter, and in addition thereto, over 66,000,000 pieces of registered mail.

Establishment of Fast Mail Service

While Geo. B. Armstrong founded the Railway Mail Service, it remained

for Geo. S. Bangs to inaugurate what is known as "The Fast Mail Service." Mr. Bangs was appointed postmaster at Aurora, Ill., by President Lincoln. He was a great friend and admirer of Mr. Armstrong, and handled his postoffice in the same efficient manner. He was very enthusiastic over the establishment of the Railway Mail Service, and when, as already mentioned, Mr. Armstrong was made General Superintendent, he made Mr. Bangs Assistant Superintendent of that service at Chicago. When Mr. Armstrong died, Mr. Bangs was appointed his successor. He inaugurated the system of checking the accuracy of the work of postal clerks by requiring each package of letters to be accompanied with a slip showing the name of the clerk, his run, and the date. Other clerks or postmasters finding errors in the package, note same on this slip, which is sent to the superintendent of the division of the Railway Mail Service in which the clerk works. The errors are charged against the clerk's record and the slip is sent to him in order that he may correct his distribution. The labels of sacks of papers likewise show the clerk's name who made up the sack, and the errors found therein are similarly noted. This system is still in use and has been largely responsible for developing the accuracy for which the Railway Mail Service has been noted.

Up to the time Mr. Bangs became General Superintendent, the officials of the Postoffice Department had not aimed to secure for the mail any greater expedition than passengers could obtain for themselves. Mr. Bangs was not content with this, and he conceived the idea of exclusive mail trains, whose departure from important postal centers, especially New York and Chicago, should be timed to best suit the needs of the postal service, and to run at much higher speed than any passenger train in those days. Mr. Bangs was authorized by the Postmaster General in 1874 to open negotiations with the New York Central and the Lake Shore & Michigan Southern Railroads, for



Typical Residences, Paducah, Ky.



fast mail service between New York and Chicago. In view of the continual controversies which have marred the relations of the Postoffice Department and the railroads in recent years in the matter of suitable remuneration, etc., the history of the establishment of the first fast mails is very interesting, and I am going to quote a brief statement made by the Honorable Thomas L. James, who was at one time Postmaster General, as follows:

"It was the old story of making bricks without straw. The Postoffice Department had no appropriation to pay for such facilities, hence it had to depend at first on the public spirit of the railroad authorities. Commodore Vanderbilt, the president of the companies whose lines were to be used, had had dealings with the Department, and was perhaps not altogether sanguine as to the practical issue of the experiment, or in respect to the countenance it would receive from Congress; but Mr. William H. Vanderbilt, the vice-president, lent a willing ear to Mr. Bangs' proposition, and did his utmost to aid him in putting it into effect. There being no special appropriation available for the purpose in hand . . . Colonel Bangs stipulated that if Mr. Vanderbilt would have twenty cars built and the service performed, all matter originating at, or coming into, the New York postoffice, which could reach its destination at the same time by this line, should be sent by this train, and that the railway companies could have the right to demand a weighing of the mail matter at will, all railroads being paid according to weight. When the details of the plan were communicated to Commodore Vanderbilt, he is reported to have said to his son, 'If you want to do this, go ahead, but I know the Postoffice Department, and you will, too, within a year.' Mr. Vanderbilt did go ahead. He constructed and equipped the finest mail train ever seen, . . . ran it for ten months, never missed a connection at Chicago, and was always on time at New York. He did not have to wait

a year, however, for a realization of the sagacious old Commodore's prophecy. Within three weeks, despite the indignant protest of Colonel Bangs, the mails of three states were ordered to be taken from this and given to another route. A grosser and more wanton breach of plighted faith it would be hard to find, and its results were far-reaching and disastrous."

The Pennsylvania Railroad established a similar fast mail service. The train on both roads made the run in 26 hours, certainly very fast service for those days, in fact, only two hours and ten minutes slower than the New York-Chicago fast mail train today.

The outlook was bright for even wider extensions of expedited mail service when Congress, in spite of protests from the Postoffice Department, passed an act reducing by 10 per cent the already inadequate compensation for the transportation of mails. This was too much even for W. H. Vanderbilt, and he notified the Department that the fast mail service would be discontinued July 22, 1876, and the Pennsylvania Railroad took the same action. General Superintendent Bangs was so greatly disappointed at this abrupt undoing of all his labors that he tendered his resignation and insisted upon its acceptance.

Although these fast mail trains had been in existence less than ten months, that was long enough to demonstrate to the business world their great value, and, in the following year, 1877, Congress made a special appropriation of \$150,000, to be paid for expedited service, and thus was inaugurated what for many years was known as "Special Facility Pay." In fact, the giving of extra compensation to have exclusive mail trains operated on a fast schedule to be designated by the Department, continued until within the last eight or nine years, since which time the fast mail trains have received no extra compensation.

With this appropriation the Department was enabled to restore the fast mail trains between New York and

Chicago, and there is now scarcely any road of importance which does not operate at least one train known as "The Fast Mail," although now, with a few exceptions, they carry express and a limited number of passengers as well as mail.

The Clerical Force

For many years after the establishment of the Railway Mail Service, the appointment of clerks was purely political. The Railway Mail Service was the first great department of the government to be brought under the Civil Service, as experience soon demonstrated that a clerk had hardly acquired the extensive knowledge necessary to efficient service, when the administration would change and a new lot of men would be appointed. Since the establishment of the Civil Service, railway postal clerks have been appointed as result of passing a competitive examination. Successful applicants are first appointed as substitutes, who must necessarily spend considerable time in study before they are competent to perform service in the postal cars. After becoming competent, they take the place of postal clerks granted leave of absence account of sickness, injury, etc., and for such service receive pay at the rate of \$800 per annum. As vacancies occur in the service, substitutes are appointed regular clerks at \$900 per annum. If the services of the clerk are satisfactory, and he passes the required examinations on the distribution to which he is assigned, his salary is increased \$100 each year until he receives \$1,200 per annum, which is virtually the minimum salary in the service. Postal clerks on heavy runs receive much higher salaries, the maximum for a clerk on road duty being \$1,800 per annum, which salary is paid eventually to postal clerks-in-charge of crews on heavy runs.

In addition to their salaries, postal clerks are now given an allowance to cover their expenses while on their runs, the maximum allowance per annum being about \$130. Postal clerks on heavy runs usually work six days

and then have six days off for rest and study. Clerks are required to continually pass examinations showing their knowledge of the dispatch of mail for postoffices which they are required to distribute. In some cases, clerks are required to know the proper distribution for as many as 18,000 postoffices, in addition to which many clerks are required to distribute mail for large cities to the letter carriers who deliver the mail, of course, saving a great deal of time, enabling mail to be delivered to addressees early in the morning, perhaps on the first delivery, which would otherwise not be delivered until the afternoon. This distribution of city mail to carriers has reached a point where mail for practically every city of importance is worked up by postal clerks, in the case of trains reaching such cities before noon, and reaches the postoffice ready for immediate delivery.

The Merit System

I have already explained how errors in distribution made by clerks are checked against them and how their knowledge of their distribution is continually further tested by examinations. Clerks are given demerits, or minus points, for errors in distribution, for poor examinations, and for all other errors and delinquencies. If the number of demerits received in a specified time equals or exceeds a certain amount, the clerk is reduced, or even removed from the service, as the case may be. On the other hand, clerks are given plus points for exceptionally good car records, as well as examination records, which plus points operate to cancel minus points, if any. This so-called "Plus and Minus System" has been very elaborately developed, much too elaborately the clerks claim, and it is, in fact, a question whether or not the system has not been carried too far for the best interests of the service.

Casualties

The Railway Mail Service was formerly considered a very hazardous occupation. Mail clerks rode next to the engine and received the brunt of collisions and derailments. In recent



Home of Capt. Jack Lawson, who brought over from England in 1827, the first locomotive which ran on the B. & O. R.R. from Washington, D.C. to Baltimore, Md.



Street
Scenes

Residential
Section...

Paducah Ky.

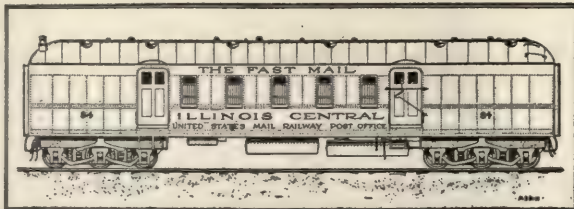


years, however, steel cars, double tracks, block signals, and, by no means least, the very general "Safety First" movement, has eliminated the hazardous nature of the postal clerks' occupation, and serious accidents and fatalities are fortunately now very rare. The number of train accidents resulting in fatal injuries to postal clerks has been steadily decreasing since 1903, notwithstanding continual increase in the number of clerks employed, number of trains run, and, to some extent, in speed. In case of injury on duty the postal clerk is paid his full salary for one year, if his injury incapacitates him that long, and one-half his salary for an additional year, if necessary. In case of accidental death on duty, his heirs receive \$2,000.

Cheapening the Mail Service

The ideals of the founders of the Railway Mail Service and of all its officers, until recent years, have been efficiency and expedition. Within the last eight years, however, there has been a very marked tendency on the part of the Department to cheapen the postal service at the expense of expedition. The first step in this direction was to take magazines out of the mails and ship them by freight between the larger centers. This was perhaps not very serious in the case of the magazines, as the publishers could print them as much earlier than before as was necessary to offset the delay consequent upon transportation by freight, instead of in fast mail trains; but it showed a tendency to break away from old ideals that every class of mail matter was entitled to, and should receive, the fastest possible service. This tendency has more

recently been very strongly exemplified by the distribution of mail matter in specially organized postoffices operated under the jurisdiction of the Railway Mail Service, commonly known as "Terminal Postoffices." These Terminal Postoffices are in operation in all of the larger cities in the United States. They were originally organized to distribute bulky and fragile parcel post packages which could not, from their size or character, be properly distributed in mail cars, and the distribution of such mail in these Terminal Postoffices cannot be criticised. However, these Terminals had not long been organized when the distribution of large quantities of circulars, catalogues and other advertising matter, magazines, etc., and even letter mail, was taken up by them, the idea being to save some expense in salaries of clerks and in postal car pay. The theory is that a clerk can distribute more mail in a given time in a stationary postoffice than in a traveling one, and cheaper men can be used. A considerable proportion of the mail sent to these Terminal Postoffices for distribution is necessarily materially delayed thereby. I do not believe that the public is as yet fully aware of the amount of mail being held for distribution in Terminals, and the extent of delay resulting. I believe the public wants the very best mail service which can be had, not a cheap service, and in any case the saving effected by the Terminals is much too small to justify the delay. However, the Railway Mail Service still remains a great service, probably the most efficient of any of the government departments, a service in which the people can and do take just pride.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

Hot Weather Suggestions

GET the body ready by seeing to it that your general condition is good before the heated term arrives. Anticipate it. It is sure to come abruptly. Hot weather depresses the vital powers in most persons and you will need all the store of health and resistance that you can lay in to tide you over the hot summer months.

Sleep.

Get plenty of sleep. There is a tendency in the warm evenings to sit up too late. Nothing aids the digestion so much as the perfect composure of the nervous system which comes on after ample sleep. Sleep prepares the body for all around brain work, and increases the endurance of the individual, both to perform better work and also to offer stronger resistance against disease.

Exercise.

If you are a city dweller, do not wait until vacation time to get in training for the exercise you will want to take during these two weeks of vacation in the very hot weather. Get in training for the enjoyment of vacation, and keep in trim for the hot weather by walking part of the way to your office each day and by taking brisk exercise daily in your bedroom. But do not over exercise and do not exercise in the hot sun unless you are accustomed to it.

The Skin.

Frequent bathing keeps the skin in good condition. Cold baths to most

people are agreeable and are a tonic, but they should not be taken when the body is perspiring freely. The clean skin should be covered with clean under garment. For laborers and persons who perspire freely, a single shirt made out of cotton and wool is advisable for protection against the chilling effect of sudden change. For those not doing vigorous physical work, thin open cotton underwear is preferable.

Diet.

The most important suggestion here as to eating and drinking is to keep the digestive organs in the best possible condition. Diet in hot weather depends on the location and the kind of work done by the individual, and should be regulated accordingly. Meat once or twice a day is good for out-door laborers who do hard physical work. Fish or meat once a day for those less strenuously employed, with plenty of fruit and vegetables. Simple and light meals are best in the summer time. All the meals being light are well adapted to the sustenance of office workers. Light and frequent meals with plenty water between are in the right line for all hot weather. Drinking water should be taken freely between meals. The temperature of the water should be cool, but not ice cold. Remember that thirst is thirst of the whole body, not of the mouth only. A hot dry mouth is indicative of a lack of fluids in the body and is quite often due to some disturbance of the digestion or

stomach. Excessive thirst is often best quenched by drinking something hot, such as hot tea or hot lemonade. Laborers in the field and shop often have a practice of putting ginger and molasses in the field water jug. Anything is better than ice water for field or track laborers, or the furnace room. Oatmeal or barley water are good and are commonly used in the heated terms of summer. Alcoholic beverages should not be indulged in during hot weather. The temporary sense of refreshment which they induce is quickly followed by a re-action causing the consumer to feel more uncomfortable than before, and it has been incontestably proven that persons who use alcoholic drinks regularly do not withstand extremes of temperature.

The Bowels.

Constipation should be avoided. When the fluids of the body are drained off in the excess of perspiration, the contents of the lower bowel becomes less fluid and a marked tendency towards constipation results. To overcome this tendency it is desirable not only to drink freely of water, but also to eat coarse foods and fruit. Oily substances of nature will not be absorbed, as such oily foods will continue in the same state and will lubricate the intestinal canal, thus tending to prevent constipation.

Over-Heating.

The dangerous condition known as sunstroke is produced by exposure to

the excessive rays of the sun or to excessive heat in a room. When workmen are exposed to the prolonged rays of the sun, a dizziness comes on which is the early indication of impending danger—unless this warning is heeded it is liable to be followed by profound prostration-delirium, and in severe cases by collapse. It is wise, then, to be careful during the mid-day hours when the sun is hottest. In very hot weather the laborer can to advantage commence his work very early in the morning, and work until the sun gets quite hot. Then lay off during the excessive heat of the day and begin again at about the middle of the afternoon. The work might with profit be extended until late in the evening. It is wise to have a head covering that will protect the scalp. Wet leaves placed in the crown of the hat are extremely beneficial. For those who are compelled to be out in the hot sun and who are susceptible to its heat—the helmet, such as is worn in the tropics, is of great value, as it shades the head and permits the circulation of air between the hat and the head. To step for a few moments into the shade is an excellent precaution and cold water allowed to run over the wrists produce a decidedly cooling effect on the entire body. Persons who have become overheated at any time are much more susceptible to the heat and must be extremely careful after exposure for several years.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Vicksburg, July 17, 1915.

Dr. G. G. Dowdall, Chief Surgeon, I. C. and Y. & M. V. Hospital Dept.,
Chicago, Illinois.

Dear Doctor:

I am so well pleased with the treatment I recently received from the Hospital Department and the results so satisfactory that I feel it incumbent upon me to say a word of praise for you and your staff.

I first went to our Hospital Department Surgeon at this point and after receiving treatment for some time, my case proved to be very stubborn and I was sent to New Orleans. The attention and care given was as courteous

as could be, and after having a Specialist examine me I was advised that I should report to you. When I reported to you I was very much exercised over my condition, but when I learned that you had arranged to turn me over to one of the best specialists in Chicago and knew that treatment was to be administered by one who stood high in his professional rank, I grew hopeful. My condition required the X-Ray treatment and this treatment had the desired effect.

In addition to this excellent treatment, your Department took care of my living expenses and by these arrangements I made the trip to Chicago with practically no expense. From the courteous manner in which you and each of your staff received and consulted me, I could not but feel that it was your pleasure to give me the best medical treatment obtainable.

I feel that every contributor to the Hospital Department should know the good effect in being a member of that Department.

Yours faithfully,
(Signed) S. J. HARPER,
General Foreman.

Burnside Shops, Ill., June 24, 1915.

G. G. Dowdall, M. D.,
Chief Surgeon, I. C. R. R. Co.,
Chicago, Ill.

Dear Doctor:

I have just returned to work after a serious illness at the Mercy Hospital at Chicago, and wish to express my heartfelt gratitude and appreciation of the Hospital Department.

Through you I also desire to thank the Doctors and Nurses for their kindness and courtesy to my wife during her visits to me while in the hospital.

Yours truly,
(Signed) JOSEPH F. STANTON,
Accountant, Burnside Shops, Ill.

Jackson, Tenn., July 2, 1915.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

My Dear Doctor:

Please accept my thanks to you and your noble staff of Doctors and Nurses for the successful operation and treatment I received while in Mercy Hospital, Chicago, for appendicitis. I feel that I owe my life to the Surgeons and Nurses of Mercy Hospital and to the Hospital Department of the I. C. R. R. May God bless each and every one of you.

My kindest regards to all and a successful future to Mercy Hospital, is the wish of your friend,

(Signed) LEE*E. PORTER,
Conductor, Jackson, Tenn.

Chicago, July 6, 1915.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Sir:

I was a patient at Mercy Hospital from June 12th to July 3rd and was operated on June 14th for hernia, and wish to thank the Hospital Depart-

ment, through you, for their kind and courteous treatment of me. I received extraordinary good care and was treated royally, for which I am deeply grateful. I am improving rapidly and will soon be entirely well.

Again thanking you and your staff on the Hospital Department, I am

Yours sincerely,
(Signed)

S. H. O'NEILL,
Engineer, Chicago, Ill.



LOSS & DAMAGE BUREAU



AT THE last Loss and Damage meeting, held in the office of General Superintendent Clift, at Chicago, Ill., on June 29th, Mr. N. R. Huff, Foreman of the Freight House at East St. Louis, was in attendance. The discussion which took place was of great interest to him, and in order to carry out the conclusions of the meeting, upon his return to his headquarters, he wrote the following letter to his subordinates.

His action is very pleasing, not only to the agents, but to the Superintendent and General Superintendent as well, as it indicated a clear determination upon his part to follow up with his subordinates the advice given.

East St. Louis, July 1st, 1915.

Gentlemen:

There was a Loss and Damage meeting held at Chicago, June 29th, in the office of General Superintendent Northern Lines, Mr. A. E. Clift. At this coming together, there was assembled the Division Superintendent of the Northern Lines, the heads of the Freight Claim Loss and Damage and Special Agent Departments; likewise the agents from the principal stations. To say to you I feel elated that it fell to my good fortune to be present at the meeting is putting my appreciation mildly.

There were many subjects that came up for discussion; all of which led up to one paramount issue, what can be done to stop this great leakage in the earnings of the Company, that is passing out through the Claim Department in the payment of claims, just and unjust? After weighing all conditions, it was resolved that with renewed efforts and zeal there could be made a reduction of \$100,000 this year.

Men! Listen to me. Your Agent and Superintendent have a world of confidence in you. They appreciate your past record, they know your value, they feel that you have done your full share in placing the standard of efficiency on the St. Louis Division in the high esteem that it so truthfully enjoys. It is the hope and trust of Mr. Williams and Mr. Wells that you allow no station or division to lower our standard.

Now a word with you relative to the reduction of claims. I do not know how we can play a very important part in the reduction of this \$100,000; however, we will give our mite toward it.

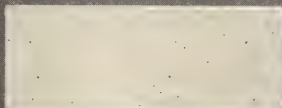
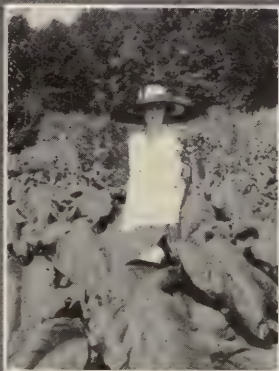
On this subject I will talk to you collectively, that you may understand



Dairy.
near Paducah.
Ky.
Showing method
of spraying cows
before milking.



Tobacco Field
near
Paducah Ky.



as a whole what the requirements are, of not only yourself but that of the other fellow. I will take up with each class in order to point out what he or they may do to help.

Mr. Check Clerk: You charge this station with all the freight that you check from cars of the line. From you we expect to learn the exact condition of this freight, if damaged, to what extent? What was the cause? Was it due to bad storing in the car? Was it due to rough handling of the car, or was the physical condition of the commodity such as not to permit safe carrying even by ordinary handling? These points are all important and we must rely greatly upon your knowledge in supplying them, for reasons which I will make clear to you later on.

Mr. Delivery Clerk: You have noted what has been said to our check clerks. Do you not grasp the importance of making notations at the time of delivery to reach in such a manner that the cause of damage may be properly placed?

It was said at the meeting that we must tighten up to make this \$100,000. My experience teaches me the trouble lies many times in being too tight. We are holding on to valuable information, which, if in the hands of the claim and loss and damage departments, could be used against paying many claims, as well as avoiding more. My instruction to you is loosen up and give us the benefit of what you know about all freight handled by you that is in any way in other than perfect condition.

Mr. Head Team Track Clerk: You have noted what has been said to those handling L. C. L. business. The same applies to you and the men working under your supervision handling C. L. Your receiving clerk should feel the responsibility in receiving and receipting for freight; he should not accept freight and load it into cars unless he is satisfied that it will carry to destination with safety.

Your delivery clerk should make a personal examination of every car lot received, and if there is a damage to the load, let's get right to the bottom of the cause, with a view to eliminating a repetition, give shipping point, if the cause is due to the loading or bracing. If it is a damage due to rough handling of the cars, we will make a special report of it, for if there is to be a material saving made in the amount of payment of claims, there surely must be a reduction in the terminal damages due to rough switching.

As to your supervisor of transfer, this is a very, very important matter. One that plays a greater part in claims than is generally understood. I want you to be more careful in your handling as well as the recording of condition.

The inspection of cars. Though I consider it a simon pure mechanical proposition and one that that department should be held strictly accountable for, we, nevertheless, are not going to load freight in any car, even if O. K'd. by that department for that commodity, when we are satisfied that damage or loss is likely. Another matter, a continuance of some of the practices seen by you in transferring. Each case will be recorded and held to check against claims filed account transferred loads. Only under protest will we transfer freight liable to damage; except when advised that it is not safe to run the car. There must be no letting up in the stripping of doors and bracing of loads in cars; let us be just, but careful.

Mr. O. S. & D. Clerk: You understand from what I have said to these men what we want in the way of reports. We want a report that is intelligent. All the bad orders issued covering damages are classified according to the cause of the damage; in tabulating them they are charged to that particular cause. Do you not see how important it is that the check and delivery clerks make a full and clear explanation that you may record the same, so as

to enable the claim department to charge correctly? Certainly you do, and I hope you will keep this importance in mind, issuing no report until you are furnished the necessary facts.

Now men! You, one and all, understand the important necessities and the burden of responsibilities that rest upon us. And I know your ability to carry out every requirements which naturally calls for results.

Thanking you,

N. R. HUFF,
Foreman.

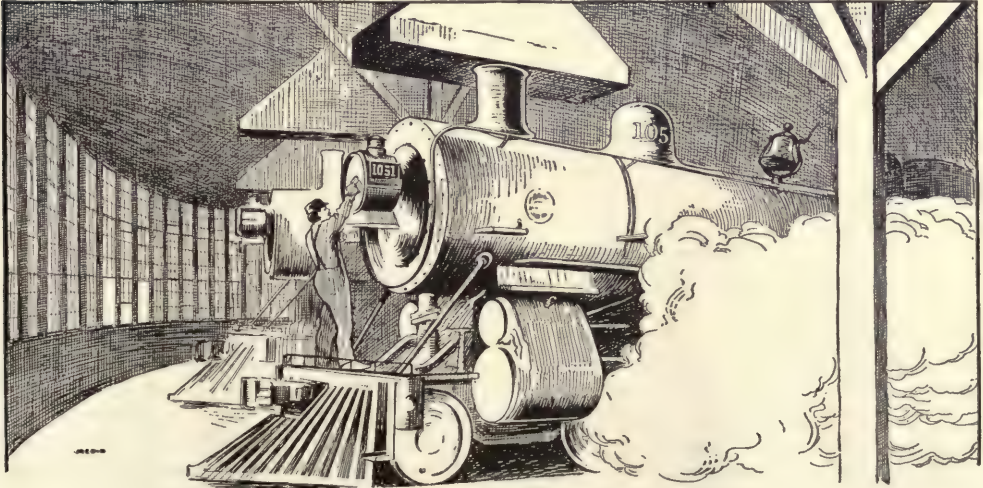
IT IS expected that there will be a heavy grain movement for the next few months, and as the price will be high, we should make every effort to prevent loss in transit.

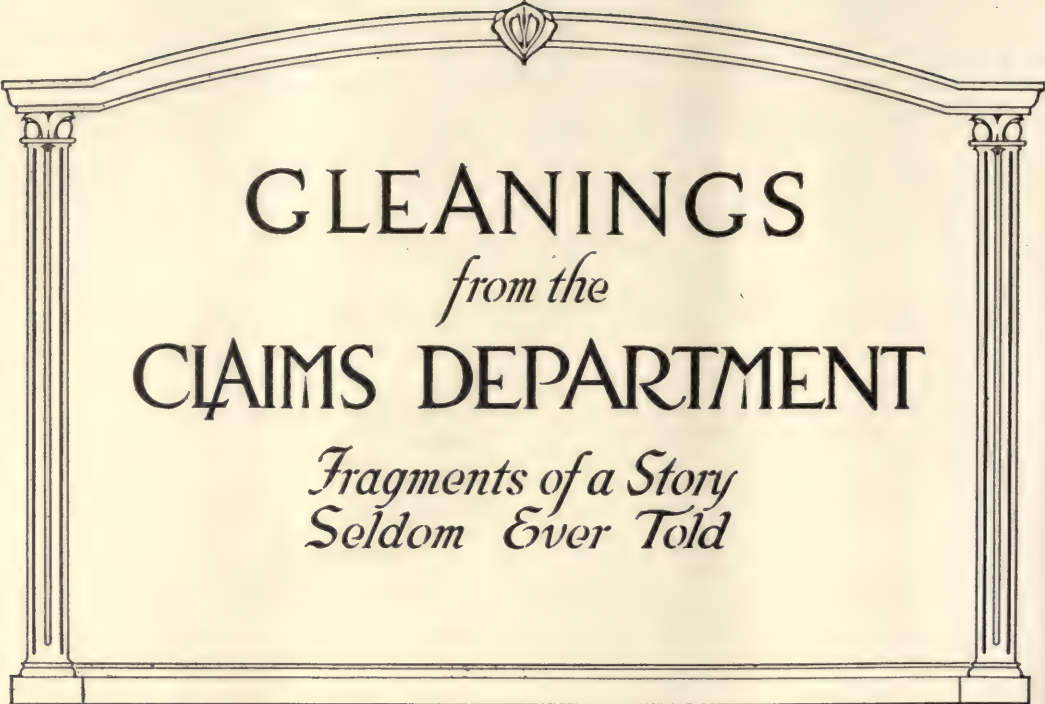
All cars before being permitted to be loaded with grain should be properly inspected, and only tight cars furnished for such loading. Grain doors should be properly applied, and high enough to prevent contents leaking over them.

Losses occur through loading higher in end of car than in the center—

grain doors applied to the height of grain in the doorway, with the result when the car is in transit the grain shifts to an even height, causing leak over the grain doors, and a little care taken at loading point will avoid the likelihood of a claim.

Chief Train Dispatchers and Train Masters should see that all grain is moved without delay. To delay grain creates a liability and subjects the company to a claim for damage.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

MR. CONLEY'S INNOVATION.

SUPERVISOR LAWRENCE CONLEY, of Freeport is a very enthusiastic worker in the cause of "Safety First" among the employes under his jurisdiction. He has made a practice of cautioning his men against taking chances and has acquired an enviable record in the cause of safety. However, Mr. Conley found that the different arguments in favor of safety measures had been gone over so often that they had become threadbare, and he felt that the time had arrived when he must originate something new and novel; something that would immediately arrest the attention of his men and quicken their thoughts in regard to the important matter of safety practices. He evolved the idea of starting out on a tour for the purpose of delivering safety lectures to his men and of getting hurt himself, so that he might be enabled to illustrate by bruises on his own person, his talks to his men. Mr. Conley, than whom there

is no more popular or efficient officer in the road department, did not take anyone into his secret. No one knew that he intended, when he left Freeport on a small motor car, on the morning of the 6th ult., to deliberately run into the first automobile he saw (or failed to see) on a grade crossing. The opportunity to get hurt came when Mr. Conley neared the grade crossing two miles south of Forreston. An automobile was approaching. So was Mr. Conley on his little motor car. It is said the drivers of both vehicles were going slowly, but that neither was using his sense of sight. They met on the crossing, very much to the surprise of the driver of the automobile, but, of course, not so with Mr. Conley. No one would suspect that an officer going out for the avowed purpose of delivering safety lectures, with his mind full of the subject, and with safety papers bulging out of all his pockets, could be caught in a trap like that.

But Mr. Conley will not admit that he knew the automobile was going to meet



S. M. COPP.
1915

him on the crossing. When questioned by Superintendent Dignan, he said, "I simply can't figure out what I was thinking about." All the same, this little incident, as pulled off by Mr. Conley, has proved to be one of the best safety "stunts" that has been "put over" by any railroad.

After the accident, with his swollen head and bleeding hands carefully bandaged, and his safety papers gathered up and tucked away in his pockets, Mr. Conley continued his trip, delivering his safety talks to his men and illustrating his remarks by means of his own injuries. He showed in the most effective way imaginable how easy it was to be looking the other way at the wrong time.

Every employe under the jurisdiction of Mr. Conley has heard the story of his innovation and has witnessed the bandaged wounds of the distinguished exponent of the doctrines of "Safety First." Whether supervisors on other districts will decide to emulate the example set by Mr. Conley in doing safety work remains to be seen. For further information, the reader is referred to the cartoon appearing in this issue.

CAPERS OF A HORSE ON THE TRACK.

An incident worthy of remark and illustrative of what is going on all over the system in the way of preventing the killing of stock on the waylands occurred as No. 12 was leaving Omaha on regular schedule time on the 14th ult. In the outskirts of the city, where the track is built upon an embankment for a considerable distance, a horse appeared upon the track in front of the engine. The engineer slowed up his train and sounded the whistle in short blasts, but the horse, in perfect tranquillity, trotted along slowly in front of the spouting locomotive. The passengers were craning their heads out of the car windows, looking ahead and enjoying the joke. The fireman jumped off with his broom and ran ahead of the horse and broke the broom handle over the horse's head, but still the horse

trotted on, and the fireman returned disgusted to the engine. A man was seen walking on the track from the opposite direction, and everybody felt relieved because he would, of course, head the horse off and allow the train to pass, but he, too, decided to enter into the levity of the occasion and threw his arms about the horse's neck and the animal trotted on, but the man got tired of riding and let go his hold and disappeared without heading off the horse. All this time the train was proceeding slowly behind the horse and the modern locomotive was making all of the different noises which it was capable of creating. Superintendent Sullivan was on the train. With him it was not so much of a joke to have one of his most prominent trains held up by a broncho and he could not appreciate the funny side of it. He became out of patience and himself grabbed the coal pick from the locomotive and succeeded in heading off the horse and gaining the right of way for No. 12, which lost a few minutes' time, but easily made it up before arrival at Fort Dodge. The company did not have to pay out any damages on account of killing the horse and the lives of the passengers and employes were not endangered.

From all over the system stories are coming in about the efforts that are being made to reduce the killing of live stock, and these efforts are being reflected in decreases in amounts paid out on account of killing stock. It is being demonstrated that careful locomotive engineers (those who take a lively interest in company affairs), constitute a most important factor in this reform.

PASSING THE BUCK

It is a matter of common knowledge that some portions of the Illinois Central pass through the most magnificent farming lands that have ever felt the touch of a plow; it is likewise well known that other portions of the road traverse country with soil so hateful and mean that one would have to fertilize it to make brick.

We are about to relate a little cir-

cumstance originating on the bad lands. John Doe came to a portion of this barren country in 1879 and bought a small tract containing 80 acres. For this stuff called land John paid the magnificent sum of \$10.00 per acre. This made \$800.00. These were bottom lands; that is to say, they were at the bottom of some water most of the time. He included a few hills in the bargain, but these were mostly rock with just a little dust on top.

Down in the bottom lands John would plant the corn and a sprinkling of wheat. He would work and drill and sweat and swear. During early June everything looked magnificent each year, but along about that time would come the rains. Rain for forty days and forty nights was simply a mist to what John had on these bottoms.

Year after year he experienced similar catastrophies and John began to look for an outlet. Where did he find it? In this manner. Some one conceived the idea that it would be fitting to sue the Illinois Central for backing up the water. Capital, thought Bill Smith across the way, who had been drowned out, too, by the rains; he would swear that the railway did it. So would Hank Evans. "Dug" Peabody said, "Aye, gad, it would make that land worth \$100.00 an acre." Suit was brought for drowning out 10 acres of Doe's corn; he swore it would make 54 bushels to the acre and everybody else who had lowlands said so, too, and they all said it was worth 44 cents a bushel. Doe got paid for the crop and did not do a tap after the flood towards harvesting. Hank Evans offered Doe \$22.00 per acre next season for his submerged lands. Doe would not take it. "Dug" Peabody started suit every time it began to sprinkle, and one time he was so busy attending court he forgot to plant the crop, and that year it rained harder than ever. "Dug" swore he had the patch planted in cow peas and got paid for them. Terms of court were

like terms in jail, and soon they got one of Hicks' Almanacs and began starting suits according to the time when Hicks said "Heavy rains." One man offered to trade Hank Evans a coal mine for his submerged lands, but Hank simply laughed and said, "H—I, you gotta work to git that coal out." Everybody was chewing Navy plug and living high. They were out of debt. The land was paid for several times, and the principal occupation was simply to sit on a rail fence, squirt tobacco juice into the jimson-weeds and look for clouds.

But, lo, one day there alighted from the train a mediocre looking fellow, of average ability, commonplace appearance and sort of a liberal disposition. This stranger planted himself amid the lowlands and began making bargains for the settlement of claims among owners of the lands involved in the overflow districts. He settled with Hank Evans for \$250.00, and Hank liked to have stripped all the duds off himself hurrying through the fence to see Bill Smith and tell him about it; the stranger settled with Bill for \$250.00. Then "Dug" Peabody said it was a shame to take money from the kid that way and settled for \$200.00. When they signed up, it so happened that the release read that it was a perpetual release running with the land, to be recorded so that it would bind all subsequent purchasers, and forever be a bar to any subsequent claim for the wrongdoings of Neptune, Hicks' Almanac to the contrary notwithstanding.

When it became apparent that never again throughout the long domain of years and to the end of time, when this old planet will be an idle cinder uselessly spinning in its orbit, was this railroad to compenstae for the shortcomings of nature, Bill Smith threw a fit, Hank Evans tore his hair, cursed and swore, backslid and was turned out of the Baptist church; John Doe was committed to a hospital for the incurable insane, and "Dug" Peabody became an intolerant, maudlin mons-

ter, whose wife ran away with a nigger.

Yea, verily it is written, "For these be the days of vengeance."

A PICCANINNY SURPRISINGLY WELL INFORMED

The amount of information possessed by negroes relating to what is necessary to constitute a good cause of action for personal damages is often both amusing and amazing. Claim Agent Jolly recently had a case in point which not only astonished, but practically paralyzed, him. A switch engine and a typical negro outfit of mule and wagon in which several darkies were riding, met on a public crossing. The collision was rather disastrous to the wagon, but little damage was done to its passengers. Mr. Jolly reached the scene as soon as possible and began inquiries of the bystanders regarding the circumstances. He was approached by a little kinky headed Sambo, who might well have been anywhere from six to twelve years of age, so far as appearances indicated, who volunteered:

"Mister, I can tell you jess how it done happen."

"All right," replied Mr. Jolly, "go ahead and give me the story."

"Well, Mister it was jess dis hyar way; de train was 'unnin about 30 miles an hour thru de corporation; it didn't blow no wisel and it didn't 'ing no bell and dar was nobody 'tall gwine ahead o' de engine."

When Mr. Jolly recovered his powers of speed the little darkey had disappeared.

MORE PERJURY

A carefully prepared damage suit for \$5,000.00 in which the arrangements sadly miscarried was that of Miss Allie Leggett, age 18, who sued the Y. & M. V. R. R. at the June term, 1914, Circuit Court of Amite County, Miss. The case was tried at Meadville, at that term, resulting in a verdict of \$2,000.00. Miss Leggett testified that she was re-

turning from Gloster to Knoxville on a round trip ticket on train 22, March 27, 1914; that each time the train stopped between Gloster and Knoxville the flagman would come to her and ask if that was her station, and that his manner indicated that he was making fun of her; that after the train whistled for Knoxville and the flagman announced the station, the train stopped and she went to the front of the car, and at the flagman's request went down the steps ahead of him and stepped off on the ground, when the train started and she discovered she was not at the station, but from a quarter to half a mile from it; that the flagman stood on the steps and laughed at her as the train pulled away; that it was misting rain at the time. She was without wraps, and as she had to walk to the station became very wet, and as she was suffering from neuralgia, was made much worse and suffered greatly. She was corroborated by her father, who said he was at the station to meet her and seeing her get off down the track, walked down to her. She was also fully corroborated as to what took place on the train by a man who testified that he was on the train and witnessed the flagman's conduct.

The railroad showed that when the train was within about 2,000 ft. of the depot it ran over a torpedo and stopped; that the conductor went ahead towards the engine and the flagman went back to flag, but before going he told the plaintiff that they were not at the station and to remain in her seat until the station was reached; that when he was called in he got on the rear of the train and saw her get off the front end of last car and he concluded she lived in one of several houses near by and preferred to get off there rather than to go to the depot and walk back. The flagman testified positively that at no time did he laugh at her or say anything to her at which she could properly take any offense. A lady passenger in the same car corroborated the flagman in every particular, and especially that he went back

and flagged and was not present when the girl got off.

Upon motion for new trial several affidavits were produced by the railroad to show that the witness who testified that he was on the train and witnessed the conduct of the flagman complained of, was not on the train at all, but was in the depot at Knoxville at the time playing cards. The verdict was set aside and a new trial granted. This trial was had at the June term, 1915, at which time the witness for the plaintiff referred to did not appear. However, the jury returned a verdict for \$750.00, which the court promptly reduced to \$100.00. The action of the jury at the second trial was no doubt largely influenced by sympathy for the plaintiff, she having married immediately after the first trial and shortly afterwards her husband killed her father and then himself, so that at the time of the second trial she was a widow with a two-months-old babe. The trial judge was very much aroused over the proof of perjury committed upon the first trial, and it is rumored there will be a further chapter to this remarkable case, which will later appear on the criminal side of the docket.

SECTION FOREMAN UNCOVERS ATTEMPTED FRAUD

Few men in any department of the service are more loyal to the company's in-

terest than the average section foreman. In sparsely settled communities he is often the only responsible representative of the company on the territory covered by his section—a distance of from five to eight miles. This condition brings opportunities to the section foremen to serve the company in many ways. As a rule the foremen on the Vicksburg Division take advantage of these opportunities.

Mr. J. Hart, of the Redwood Station, is one of the "live" ones. Mr. Hart got his training in the track department under his father, who was a section foreman on the Louisville Division, and was transferred to the Vicksburg Division about a year ago.

Early in March, 1915, a yearling, belonging to a negro, was struck and injured on the Redwood Section. It was duly reported to the claim agent, but when claim was filed it was for a dead animal. The negro claimed that the animal had wandered off and died from the effects of the injuries, and told Mr. Hart where the dead animal could be found. Sure enough, there was a dead cow at the place, much resembling the one struck. However, Mr. Hart was not satisfied and did a little scouting of his own account and was rewarded by discovering the animal which had been struck in the swamps of the Mississippi River. It had practically recovered from its injuries. Of course, the claim was declined.

EXCEPTION TO THE RULE

Miss E. E. Reynolds, owning property on both sides of the right of way of the Y. & M. V. R. R. at Caile, Miss., refuses to become inoculated with the prevailing greed to obtain money from a railroad company without just grounds for doing so. On June 15, at 5 p. m., train No. 593 struck and killed a six-months'-old calf 300 feet north of Mile Post LD No. 147, belonging to her. Section Foreman E. L. Snaveley, of Isola, called on Miss Reynolds in regard to the accident and she advised him that on account of the negligence of one of her hired hands in not watching her stock, which had been turned into a lane running to the rail-



J. HART.

road, she did not think she was entitled to any compensation. Miss Reynolds is to be commended for her fairness in the matter, and her example should be a shining light to others living adjacent to our right of way who have stock killed and injured through their own neglect.

FAKE LAW SUITS

One J. S. Burt, through his attorneys, filed suit against the company in Memphis for \$25,000 damages, based on alleged personal injuries sustained at Paducah, July 10, 1914, at 9:30 p. m., while working in the capacity of car inspector on track No. 7. Investigation developed that there was no such man employed by the company at Paducah, and that no accident occurred at the time and place stated. Burt claimed that after he was hurt he was taken to the Paducah Hospital and there treated for his injuries by Dr. C. W. Mitchell. Investigation also developed that no such person was treated at the hospital and that "Dr. Mitchell" was a myth. When the case was called for trial in the month of June, the attorneys who filed the suit were unable to find their client and, of course, the suit was dismissed.

One S. L. Carter, colored, filed suit against the company at Natchez, Miss., in March, 1915, alleging that he was injured at Louisville, November 17, 1914, while working with Conductor Robert Tilman and Engineer Jack Swanson and engine No. 1515. Investigation developed that engine No. 1515 was never north of Central City and that there were no employees in Louisville by the names given. As soon as the attorney who filed the suit found out that he had been victimized, the case was promptly dismissed.

There are a lot of sharks traveling about the country, preying upon lawyers in the same manner recited in the foregoing cases. They go to places where they are unknown and stay around for a few days until they can find out the name of some lawyer who is making a specialty of suing railroads on personal injury claims. When they locate the right lawyer, they give him

the case. Before the lawyer has time to find out that he has fallen into a trap, the shark has usually "touched" him for a five or a ten and, in some instances, as high as fifty. We do not sympathize particularly with the lawyers who are thus victimized. Our only complaint is that it takes up a lot of our time investigating these fake cases.

ONE OF THE RAILROAD'S PROBLEMS

The railroad company has been found such a ready market for stock that not only are there grounds to suspect that, in some instances, stock is turned on the right-of-way to be killed, but there are sometimes cases where it is suspected claims are made for animals which died from other causes.

In the suit of J. E. Tillery vs. Y. & M. V. R. R. Co., in Amite County, Miss., for cow killed by train January 22, 1914, investigation developed that the cow was found dead on the premises of a neighbor and at a distance of from a quarter to half a mile from the track. Three men examined the animal and were unable to find any evidence of it having been struck by a train. The case was called for trial at the February term of court and the company was ready with all its witnesses, but the plaintiff secured a continuance. When reached at the next term the company again having all its witnesses on hand plaintiff took a non-suit, evidently having learned what the company was prepared to prove. No doubt the plaintiff and his attorney were in possession of as much information about the killing of this animal when the suit was brought as when it was dismissed, but probably thought the company would pay something rather than stand the expense of a defense. A considerable sum of money is expended by the railroad every year in preparing to defend suits which plaintiffs and their attorneys know are without merit when they are brought and which are filed purely in the hope of forcing a compromise.

As the company is usually charged with setting out all fires which occur

within several hundred feet of the track, this may suggest to some that it should be held responsible for all animals found dead near the track.

DERAILMENT CAUSED BY STRIKING MULE

The danger from live stock on the track was again illustrated when Extra 830 was shoving eleven cars ahead of engine from Marissa for the Consul mines, on the St. Louis District, at 12:10 a. m., July 30, when the advancing car collided with a mule on the track, resulting in the derailment of three cars. The killing of the mule and damage to track and equipment amounted to \$100. Fortunately, there were no personal injuries, but the accident furnishes another striking illustration of the damage which an animal on the track is capable of doing. The mule was the property of the Tilden Coal Company.

There have been a great many accidents on the Illinois Central Railroad caused by striking stock. Happily, the liability for these accidents is being greatly decreased on account of the unusual interest which is being taken by division officers, employes, and especially by section foremen and locomotive engineers, in preventing the striking of stock.

ACCIDENTS AND WHAT SHOULD BE DONE WHEN THEY OCCUR

In most of the accidents we have due to running of trains and switch engines, the engineer and fireman are the first employes of the company to know of the accident. This is especially true when the train or engine strikes something. The other members of the train or switching crew are back in the caboose or back of the engine at some place, and the first they know of the accident is the sudden stopping of the train.

The evidence of the engineer and fireman is always vital, and on this account, they should be in a position to give statements that could absolutely be relied upon; that is, they should strive to give

a true and correct history of the accident. In order to illustrate just what is wanted, we will say that train No. 4 strikes a buggy, the buggy is demolished, horse killed and occupant injured. Maybe this same day the claim agent will call on the train crew for statements showing just how this accident occurred and the engineer and fireman should be able to give him the following information: Rate of speed train was running when accident occurred; how far was train from object when brakes were applied; was it emergency or slight application; in the event of slight application, about how many pounds; were you on the lookout; if not, what were you doing at time of accident? How far did train run before same was brought to a stop? If train is brought to a stop, a mark should be made on the rail or cross ties in order that the exact distance could be measured from point the object was struck to where the engine stopped. How many cars in the train; what kind of cars; were they equipped with air brakes; were the brakes in good condition; how many loaded cars; how many empties; was the bell ringing; was engine equipped with automatic bell ringer; where was the whistle sounded; was it danger signal or the regular station or crossing whistle; was there anything to have obstructed the view of the engineer and fireman (if so, what was it); was there anything to have prevented the injured party from seeing the approaching train or engine; what condition was the weather; time of day; if at night, was the headlight burning, kind of light?

The things mentioned above are the most essential in fixing responsibility, and if the train crew would observe these things when an accident occurs, it would prove most helpful and beneficial.

PECULIAR SUIT FILED AGAINST I. C. R. R. CO.

Claim agent Cary of the Illinois Central has been notified by the Mattoon agent that a suit against the company is in prospect over an injury to a boy, Fred Linthcomb, who lost two fingers and a thumb recently by the explosion of a dy-

namite cap several hundred feet distant from the Illinois Central right-of-way.

In a barn on premises formerly rented by a civil engineer in the employ of the Central, the boy discovered a box containing some dynamite caps. Several of these he exploded at his home without injury to himself, but the fatal explosion nearly tore off his hand.

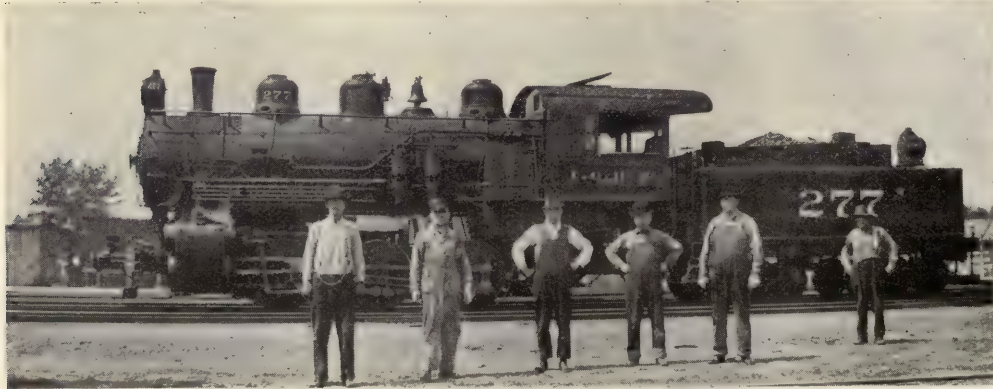
In the box, as was found later on investigation by Linthcomb's parents, were some business cards giving the name and occupation of the engineer, who left the railroad company's employ and also vacated his home in Mattoon several months previously. The presumption from this was that the engineer left the dynamite caps in the barn when he vacated the premises. Acting on this

presumption the boy, though his parents, are preparing to sue the engineer and railroad company jointly for the injury.

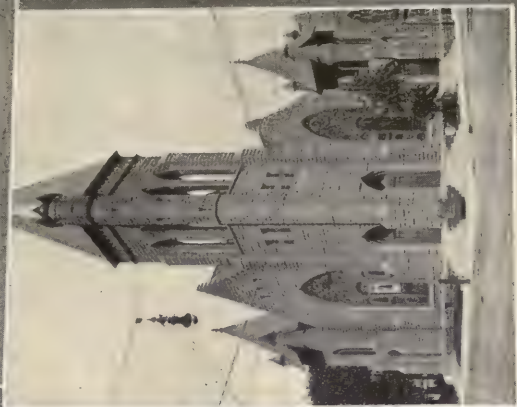
The liability of the railroad company in such a matter is not clear, unless it is on the same layout that an Iowa jury years ago returned a verdict against the Northwestern Railroad Company for killing a bull. The company showed by evidence that the bull was killed by lightning three miles from the Northwestern tracks. But the jury gave the farmer a judgment against the company nevertheless on the principle, as one of them remarked: "If the railroad don't pay for that bull, who in h—l will?"—Kankakee, Ill., Democrat, July 22, 1915. Recent Commerce Decisions.



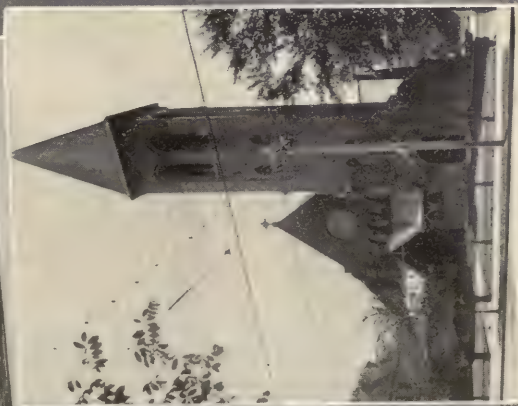
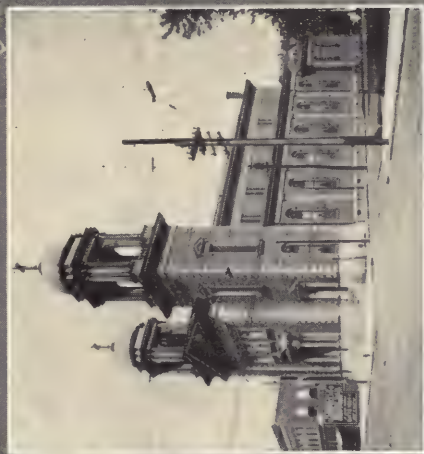
| Name | Occupation | Where Employed | Serv-ice | Date of Retirement |
|-----------------------|------------------|----------------|----------|--------------------|
| Dallas D. Tilton | Machinist | E. St. Louis | 21 yrs. | March 31, 1915 |
| Frank Seiffert | Bl'ksmith H'lp'r | Waterloo | 20 yrs. | July 31, 1915 |
| William L. Reynolds | Asst. Lbr. Agt. | Fulton | 18 yrs. | June 30, 1915 |
| George Cunningham | Section Foreman | Fonda | 43 yrs. | July 31, 1915 |
| John McFall (col.) | Sweeper | Centralia | 22 yrs. | July 31, 1915 |
| John Sullivan | Section Foreman | Cobden | 43 yrs. | July 31, 1915 |
| Edward J. Steinbeck | Asst. Eিংineer | Chicago | 32 yrs. | July 31, 1915 |
| Robt. C. Banks (col.) | Oil Man | Canton | 24 yrs. | March 31, 1915 |



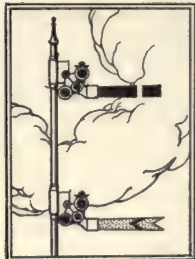
SWITCHING CREW, AMBOY YARD, AMBOY, ILL.



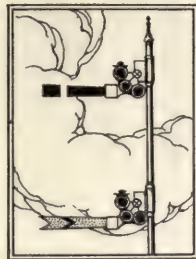
Churches, Paducah, Ky.



SAFETY FIRST



**COURTESY
AND
EFFICIENT
SERVICE
ALWAYS**



Comparative Statement of Fatal and Serious Non-Fatal Injuries on the Illinois Central and Y. & M. V. Railroads for the First Six Months of 1915 and First Six Months of 1914:

| | Employees | | Trespassers | | Others | |
|----------------------------|-----------|-----|-------------|-----|--------|-----|
| | K. | I. | K. | I. | K. | I. |
| January, 1915 | 5 | 10 | 16 | 4 | --- | 4 |
| January, 1914 | 7 | 20 | 16 | 9 | --- | 6 |
| February, 1915 | 4 | 5 | 7 | 3 | --- | 9 |
| February, 1914 | 6 | 30 | 10 | 7 | 1 | 6 |
| March, 1915 | 3 | 28 | 11 | 4 | --- | 2 |
| March, 1914 | 3 | 15 | 15 | 9 | 1 | 2 |
| April, 1915 | 2 | 14 | 12 | 11 | 3 | 1 |
| April, 1914 | 5 | 21 | 12 | 8 | 1 | 7 |
| May, 1915 | 4 | 16 | 16 | 12 | --- | 3 |
| May, 1914 | 2 | 23 | 11 | 8 | 1 | 5 |
| June, 1915 | 5 | 10 | 8 | 9 | 1 | 2 |
| June, 1914 | 8 | 26 | 14 | 14 | 2 | 10 |
| Total Six Months 1915..... | 23 | 83 | 70 | 43 | 4 | 21 |
| Total Six Months 1914..... | 31 | 135 | 78 | 56 | 6 | 36 |
| Six Months 1915 over | | | | | | |
| Six Months 1914..... | *8 | *52 | *8 | *13 | *2 | *15 |

*Decrease.

What Can We Do To Prevent Accidents?

By H. G. Taylor, Foremen Painter, Clinton, Ill.

The writer has chosen to present this subject somewhat in the form of an essay, treating it on general lines, rather than as a set of suggested means and ways to accomplish the desired end. It is felt that it might not be amiss to endeavor to contribute some little help

towards the general campaign of education that is being so vigorously and successfully carried on to develop the idea of personal responsibility, in the preservation of life and limb, by an appeal to the innate intelligence of the average employee.

The result of the effort on the part of the writer is after all decidedly meager, but is, nevertheless, a conscientious effort to do what he could.

That self-preservation is the first law of nature is an accepted axiom; and yet it is an indisputable fact that this very potent law of our natural being is almost universally disregarded in the abstract and is only observed when some sudden or impending danger confronts us. We are most inconsistent in that we are far more likely to bring disaster, which we all dread, than to avert it by disregarding warnings uttered and placed for the guarding and saving of life and limb, than to heed them. The solving of the problem of safeguarding ourselves and others lies entirely within our own province, and can only be solved by the elimination of the element of carelessness so universally prominent and the development of our powers of observation.

Safety in our chosen occupation can only be assured by a constant and intelligent development of the antithesis of carelessness: CAUTION.

The remarkable impetus given the movement for "Safety First," in recent years is the result of thoughtful consideration and effort of men of action in the industrial world, and demands our individual co-operation, by recognizing our personal responsibility, in each and every effort of the safety of life and limb.

The institution of safety appliances, the formulation of innumerable rules avail but little of themselves. They are rendered of no value if we are going to allow ourselves to be careless, indifferent and disinterested in their use and observance. It has been said—and no doubt with truth—that from 80 to 90 per cent of the injuries received by employes of the railroads are due entirely to the reprehensible habit of carelessness. Surely we have great need to educate ourselves to a keener perception of our duty; not only to ourselves but to those who, through us, may jeopardize limb or life.

After all, it is simply the development of the common sense with which

we are all more or less endowed. Surely it is far better to inculcate a habit of restraint and control, with its accompanying protection and advantages, than through criminal ignorance or carelessness to invite pain and suffering, with perhaps an untimely end.

The campaign of education along the line of personal safety which is now being actively promulgated, is one of the many evidences of a deeper mutual interest between employer and employed. The preservation of life and limb is no longer a mere commercial proposition involving the question of compensation; but a broad humanitarian effort towards the bettering of life and living.

An accident is an event proceeding from an unforeseen or an unknown cause, and accepting the proposition as stated, the best we can do for the preservation of ourselves and our fellows, is to hold in restraint and control our natural tendency to carelessness and disregard of adverse chances as to minimize the possibilities of accident, and not become contributory factors in accidental injuries.

To attempt to enumerate the many "DON'TS" in any given occupation which are primary factors in accidental injuries, would be but to reiterate what we have already heard and same would possibly make no deeper impression than already made. It is only as we recognize and realize our duty towards ourselves and our fellows that we will be enabled to intelligently and effectively contribute towards the prevention of accidents in our chosen occupations. All rules promulgated for the prevention of accidents should receive our earnest and intelligent consideration. We should also see in them a desire to protect from injury and loss to the employes as much as the protection of the property and interest of the employer. The heedlessness so easily engendered by the demands and conditions under which our occupations may be pursued should be by every effort possible eliminated and a proper exercise of care and caution will insure the completion of the work in hand without injury or mishap.



PLANT OF THE PADUCAH BREWERY COMPANY, INC., PADUCAH, KY.

From the
Law Department

Recent Commerce Decisions

HOOF Weights.—The assessment of freight charges upon hoof selling weights; less fill allowances, is not unlawful, but the requirement that the variation between weights taken on track scales and hoof selling weights shall amount to 1,000 pounds per car as a condition to the setting aside of the one in favor of the other is found to be unreasonable in so far as the variation exceeds 500 pounds.—*Kansas City Live Stock Exchange vs. A. T. & S. F. R. Co.*, 34 ICC 423.

Segregating Terminal Charge From Through Freight Rate.—Where a terminal service has heretofore been treated by the carriers as a part of the transportation service covered by the freight rate and regularly performed by them, they may not now segregate that service and assign to it a separate charge without taking into consideration, in order to justify such charge, the entire through service of which it forms a part, and the compensation heretofore received for such through service.—*Lighterage & Storage Regulations at New York*, 35 ICC 48.

Shipper's Load and Count.—Rule 23 of the Western Classification which requires that "freight loaded by shipper and not checked by carrier must be receipted for 'shipper's load and count'" was assailed, the complainant contending that it violated Section 20 of the Commerce Act known as the Carmack Amendment, as amended by the Cummins Amendment, and that the carrier should either send a representative to complainant's mills and check the loading of rice or to accept statements as to quantities without checking, and to issue so-called "clean" bills of lading therefor;

but the Commission held, following the *Ponchatoula Case*, 19 ICC 521, that the Cummins Amendment had not changed the legal status of the rule and that "where the practice is shown to have resulted from a situation involving the mutual interest and convenience of the shipper and the carrier, we do not, in view of all the facts, circumstances and conditions appearing of record, find the rule and practice challenged to be unreasonable or otherwise in violation of existing law. It should be borne in mind that the shipper is not denied his right to an unqualified receipt in any case in which delivery is tendered to the carrier at any of its public stations where it provides facilities for the receipt and delivery of freight."—*Louisiana State Rice Milling Company vs. M. L. & T. R. R. & S. Co.*, 34 ICC 577.

Reconsignments.—In *Interior Lumber Co. vs. Southern R. Co.*, Unreported Opinion 2104, the commission reaffirms its conclusions reached in previous cases, and says concerning them that it was there held when a request for reconsignment or diversion is made at a reasonable time and entails no change in the contents of the car and no out of line haul, the reconsignment or diversion requested should be effected on the basis of the through rate from the point of origin to the new destination plus a reasonable additional charge for the extra service performed, and that \$5 constituted a reasonable charge for the additional service.

Publicity Concerning Classification Changes.—In its opinion of June 28, 1915, by Commissioner Meyer, in *Re Western Trunk Line Rules*, 34 ICC 554, the commission directs attention to its

views expressed in the Western Classification Case, respecting publicity of proposed changes and method of classification procedure, where it is said that public business cannot be conducted in a private way, that the failure to recognize this fact fully and to proceed accordingly was largely responsible for the commotion centering about Classification No. 51; that these methods must be changed to meet the present situation, and the Commission adds as to the present case that "practically all changes proposed in Circular 1-K have been approved. Had these changes been advertised before adoption by the Classification Committee, we seriously doubt if this proceeding would have been necessary."

Car spotting covers only one placement of a car upon an industrial track for loading or unloading, and an additional charge should be made for each additional placement of a car for that

purpose, and also for the movement of cars from place to place within the plant during the process of manufacture. *Car Spotting Charges*, 34 ICC 609.

Suspended Rates Not to be Increased Until Proceeding Ended.—Tariff Circular 18-A, tenth paragraph of Rule 9 (k) was amended, effective July 15, by adding thereto the following:

"It is ordered, That when the Commission has suspended a schedule and deferred the use of a rate, fare, charge, classification, regulation or practice stated therein, the rate, fare, or charge thereby continued in effect shall not be increased, and the classification, regulation or practice stated therein shall not be changed, by any subsequent schedule, until the suspension proceeding has been disposed of or the period of suspension, and of any extension thereof, has expired, unless such change is specifically authorized by special order of the Commission."



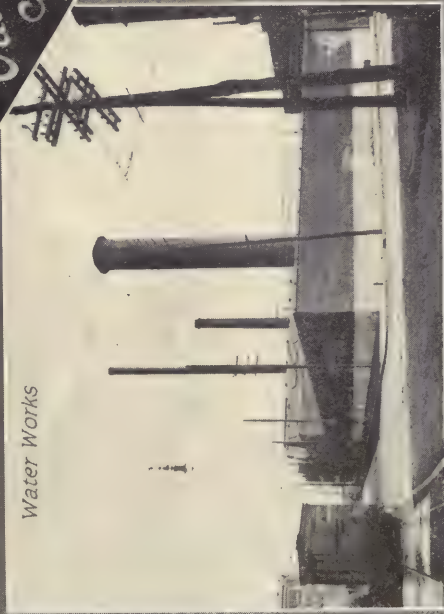
City Hall



Court House



Water Works

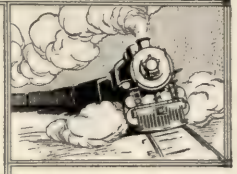


Public Market





TRANSPORTATION DEPARTMENT



Controlling the Outgo

By A. E. Clift, General Superintendent

WITH other lines of business railroads suffer from business depression, but under greater obligations to the public, as a common carrier, it is incumbent upon them to maintain a standard of service to accommodate the travel and the transportation of freight, which is so closely interwoven with the community's welfare that it is, indeed, a difficult matter to reduce the expenses to a ratio comparable with a largely decreased business. In other lines of business the same conditions apply, but not so forcibly.

The business of the country is now going through trying times and the railroad managements are confronted with the heavy arbitrary expenses and decreased earnings. The earnings cannot be materially increased, generally, and the only available recourse to insure dividends and funds to maintain the properties in suitable condition, to meet a maximum business, is that of economy in all lines of the operating expense. On a large system like the Illinois Central Railroad, where the disbursements of expenses run into large figures, and which thousands of employes have within their control, the co-operation of all employes to the end sought is, of course, essential. Perhaps some employes think they are too "small a cog in the wheel" to be of material assistance in keeping down the expense, but the truthfulness of the old adage, "Save the pennies and the dollars will take care of themselves," I venture to say, cannot be more clearly brought out than in the operation

of a great property such as the Illinois Central.

To assume it is in the power of each employe to save ten cents a day for the company in one way or another would amount to at least \$4,000.00 a day, \$1,460,000.00 a year. I do not think the figure has been placed beyond the realms of possibility. The economical use of material, supplies, stationery, the prevention of accidents, freight claims, stock claims, personal injuries, and increasing our efficiency in directions the opportunities offer are a few of the items on which we can specialize. Above all we should not overlook the importance of individual effort in advancing the company's welfare, never thinking someone else will do it, on the contrary, do it ourselves—do it now, keeping in mind the company's prosperity is our prosperity and the prosperity of the community it serves.

I do not know who wrote the following poem, which I am quoting with the idea that we can use the principles advanced to good advantage:

It Can Be Done

"Somebody said that it couldn't be done,

But he, with a chuckle, replied
'That maybe it couldn't,' but he would be one

Who wouldn't say so till he'd tried.
So he buckled right in with the trace
of a grin

On his face. If he worried, he hid it.

He started to sing as he tackled the thing
That couldn't be done, and he did it.

Somebody scoffed: 'Oh, you'll never do that;

At least, no one ever has done it.'

But he took off his coat and he took off his hat,

And the first thing we knew he'd begun it.

With the lift of his chin, and a bit of a grin,

Without any doubting or quiddit;

He started to sing as he tackled the thing

That couldn't be done, but he did it.

There are thousands to tell you it cannot be done,

There are thousands to prophesy failure;

There are thousands to point out to you, one by one,

The dangers that wait to assail you;

But just buckle in with a bit of a grin,

Then take off your coat and go to it;

Just start in to sing, as you tackle the thing

That 'cannot be done,' and you'll do it."

Meeting of Central Agents Association

By F. B. Simcox, Secretary

The quarterly meeting of the Central Agents' Association of the Springfield Division was held in a special coach on the rear of the Sunday excursion train, leaving Clinton at 7:50 a. m., Sunday, July 18th, for Havana. The following persons were in attendance: G. E. Patterson, Superintendent, Clinton.

H. L. Moffett, Trainmaster, Clinton.

P. K. Hanley, Trainmaster, Clinton.

J. A. Meehan, Claim Clerk, Clinton.

G. W. Rollins, Agent, Moweaqua.

A. C. Beckett, Agent, Walker.

C. C. Baldwin, Freight Agent, Pana.

L. E. Barton, Cashier, Pana.

H. R. Peters, Clerk, Madison.

F. Simcox, Agent, Ramsey.

R. I. Leef, Agent, Thomasville.

C. O. Shumway, Agent, Madison.

F. A. Farnsworth, Agent, Midland City.

W. H. Irwin, Agent, Hallville.

O. S. Jackson, Agent, New Holland.

J. W. Schachtele, Agent, Skelton.

G. A. Glens, Agent, Penfield.

B. W. Horine, Agent, Glenavon.

AS MOST of the boys had never seen Havana and wished to spend the afternoon fishing, rowing and seeing

the sights in and about the town, they all agreed to get right down to hard work and spent the entire time on the trip en route to Havana straightening out their grief and making suggestions for the betterment of the service and of the association.

The meeting opened as soon as the train cleared Clinton, with a talk by Mr. Patterson on the matter of claims. He expressed appreciation of the service rendered by agents on the Division and quoted figures showing that the claims had been materially reduced in the past six months and said, in his opinion, taking receipts from consignees had had a great deal to do with reduction in claims. He informed the agents that the management will no longer accept excuses for failure to take receipt for freight at the time of delivery, and that he must insist on the instructions being complied with literally. So remember, "boys," no more excuses go!

From this the topic naturally turned to grain claims, and Mr. Patterson said the Illinois Central considers itself equipped with enough perfect cars to handle the crop of grain now starting

and does not want any "fairly" good cars loaded this year.

Across the face of the bill of lading agents should put the following:

"This car inspected by Mr. (representative of elevator), and myself, at (insert time and date), and found to be in perfect condition for grain.

Signed, Agent."

A copy of this notation should appear on the way bill covering the car. Even with these rigid inspections, grain will often leak en route, due to slightly defective ends of grain doors. Agents at grain loading stations were instructed to talk to their elevator men and induce them to put several layers of heavy paper between the grain doors and the door posts. The nails would then draw the doors close, making it impossible for the grain to leak through. The Illinois Central has purchased a number of new cars in the past year and has done a great deal of work on the older cars, such as putting iron straps around them, and expects, at the end of the season, to be able to report as great a reduction in grain claims, proportionately, as has been made in claims of l. c. l. freight in the past year. As the weather has been abnormally wet up to date this summer, much of the wheat and oats will be in a moist condition, and Mr. Patterson is putting it up to all concerned to see that the grain is kept moving while on the Springfield Division and reaches the terminals or destination as quickly as possible. The station men have equally as much to do with the prompt handling of grain as the trainmen.

About this time one of the agents (who must have a grudge against milk and cream cans), brought up that subject for discussion, and apparently all present had more or less of a spite against these cans, as all the remarks were more against them than for them. The agents have the idea that the railroad is not receiving the amount of revenue from this traffic that it should, and everyone present agreed that the company should assess storage for cans on hand over a certain length of time.

It seems that some farmers have but a few milk cows and when these cows go dry and the farmer has no immediate use for the can, he generally leaves it at the depot for several months at a time, allowing the railroad to assume the responsibility for the can during the idle period, and all this does not cost him a cent. If the cans are lost, stolen or damaged, the railroad is paying for them. One agent present, who enters all outbound cans (under load) in a book and then checks opposite that entry the time received and delivered to owner, finds that he often has several cans on hand empty for several months at a time. It was his opinion that cans on hand empty over a week ought to be subject to just as much storage as a shipment of freight that size. At some stations, where the shipments of cream and milk are rather heavy, the matter of properly handling empties and getting receipts for them is a big item, and it is no more than just that the railroad should receive a fair return for the extra work required in taking proper care of empties.

While the agents were discussing cream cans, Mr. Patterson reminded them that they should inspect all "loads" to see that they are properly sealed. Practically all the creameries are fastening two wire and lead seals on the empties when they return them, and if these seals are drawn up tightly when the lid is put on the filled can and then sealed, the can may be tipped over more than once without spilling the contents. At present agents are not giving this matter the attention it should receive, with the result that the Illinois Central is paying claims for loss en route, due to cans being turned over and part of contents spilled. In connection with these shipments, agents are instructed to have the revenue stamps put on the tags of the cans, and not on bills of lading or receipts for them.

The passenger department has reported a great reduction in the number of cash fares collected and is making

a vigorous campaign to eliminate them wherever and whenever possible. There has been a remarkable improvement made in the matter of ticketing all passengers before they board trains, but the records show room for more improvement, and agents are urged to help the department educate the public in the matter of purchasing tickets.

During these warm months there are a great many shipments of old butter moving over the road, and much of it is being shipped in sugar barrels. The classification requires these barrels to be thoroughly water-soaked before being used for this purpose, but even at that, they leak more or less, and have a habit of "caving in" or the bottoms falling out before arriving at destinations, causing another source of claims for the railroad to handle. Agents should take the matter up with shippers of this butter and have them procure regular butter tubs with handles attached, such as are furnished by most large consignees of butter, or, if they are unable to get these, to use water soaked candy pails that carry only a weight the pails will withstand, and are easily handled.

Perishable freight is another matter of much importance these warm days, and agents have been given to understand that the Claim Department will accept no excuses for allowing perishable shipments to spoil on their hands. Mr. J. L. East should be wired immediately when shipments are refused, get all bids obtainable on the goods and sell to the highest bidder, even if he is the original consignee. Several agents present commended Mr. East's department for giving very quick and efficient service in disposing of such freight, and Mr. Baldwin, of Pana, told about a car of watermelons recently refused at his station on account of being spoiled. Mr. East was wired at 7:10 a. m. and at 9:50 a. m. he had received instructions to sell to the highest bidder. Several other agents mentioned cases wherein they were promptly advised, but it must be remembered that Mr. East must be wired at once and all facts of the case stated, eliminating the

necessity of wiring back for more information.

Another matter of interest to agents on the Springfield Division is packages lost while moving between two points on the Division. Mr. Patterson wants the facts wired to his office in such cases, as there does not seem to be much excuse for these losses, if freight is properly checked by the forwarding agent and properly checked out by the receiving agent, to the consignee. Mr. Patterson wishes to handle these cases promptly, as the matter is then fresh in the minds of all concerned and quite often the lost package is located in the warehouse or storeroom of the shipper. If agents can educate shippers to present their freight for shipment a reasonable length of time previous to the arrival of the freight train at the station, in order that the agent may have time to properly check the freight examine marking and packing, most of the trouble will be eliminated.

In closing the meeting, Mr. Patterson reminded the agents that the Illinois Central Magazine was not publishing near the number of local items from the Springfield Division as from other divisions, which is due entirely to the lack of interest taken by employees of this Division. He made a personal request that agents watch for valuable and interesting items or suggestions and send them in so that they will reach his office on or before the 27th of the month. If you get hold of some good picture of interest to the employees along the line, send it in, too, and see what a good job our magazine will do in printing it. The next time you hear of one of the "boys" along the line getting married, or having an addition to his family, or doing something else for the good of the service, just jot it down on a piece of clip and mail it to the Superintendent's office.

Our train rolled into Havana "abt ot," as the dispatchers say, and after visiting Mr. Berry, agent at Havana, a while, the boys went uptown to the Taylor House and ate a fine dinner "on" Mr. Patterson.

Schools



Grammar



Poduclah

St. Mary's Academy



Carnegie Library



FREIGHT TRAFFIC

DEPARTMENT



Coal Traffic

By B. J. Rowe, Coal Traffic Manager

THERE are some features of the coal traffic that may be of interest at this time, on the eve of the heavy fall and winter movement.

The Illinois Central Railroad originates approximately 12,000,000 tons of bituminous coal per annum. Thirty-seven and one-half per cent of its total traffic is coal. There are but six railroads in the United States that originate more of this commodity. It serves four of the most important coal producing states of the Union, viz., Illinois, Indiana, Kentucky and Alabama.

Illinois ranks third in point of production of bituminous coal. The annual output of its mines amounts to 61,000,000 tons, and by reason of the fact that one hundred and fifteen of the mines in this state are served by the rails of this company, approximately two-thirds, or 8,500,000 tons of our coal traffic is here originated.

Illinois was one of the earliest, as well as the greatest, producers. The first mention of coal in the territory which afterwards became the United States is found in the journal of Father Louis Hennepin, published in 1698, which contained a map on which is marked "cole mine" on the banks of the Illinois river near the site of the present city of Ottawa, Father Hennepin having passed through that territory thirty years earlier, in 1668. However, nearly a century and a half elapsed after the discovery of coal in Illinois before mining began. The first actual mining operations

conducted by white men were on the bank of the Big Muddy river in Jackson county, a short distance from its confluence with the Mississippi. These mines were opened in 1810 and worked to a limited extent for a number of years, gradually increasing, until for the past thirty-five years that locality has been the seat of important mining operations.

Another region, said to have been opened about the same time, was near Belleville in St. Clair county. The outcropping of coal in the bluffs along the river banks first attracted attention, and naturally the first mining operations were started on these exposures. The earliest recorded production was in 1833, when an output of 6,000 tons is said to have been mined.

Kentucky, the fifth state in the Union in point of coal production, originates for us from the fifty-four mines served by our road, about 3,000,000 tons of commercial coal per annum. Like Illinois, the coal mining industry in this state dates back to the early part of the last century. So far as the records of early coal production in the United States are to be accepted, Kentucky was the third state to enter the lists of the regular coal producers. The government reports indicate the first coal produced in the state was mined in 1827 on the "right side of the (Cumberland) river below the mouth of Laurel." This was evidently in Laurel or Pulaski county, but the exact location is not definitely stated.

The same authority says that from 1834 to 1837 the shipments were from 75 to 100 boat loads, or about 3,500 bushels annually, while the production for the last coal year was in round figures, 20,000,000 tons.

Alabama and Indiana, ranking sixth and seventh in the production of coal in this country, with annual outputs of 17,500,000 tons each, supply the remainder of the traffic in this commodity, referred to herein as originated by this company. There are five active mines in Indiana on our rails, and two in Alabama, although in the latter state we have close traffic arrangements with roads that serve the more important Alabama fields.

Thus it will be seen that of the seven states first in importance from the standpoint of bituminous coal production, the Illinois Central Railroad serves four and has direct connection with one hundred and seventy-six active coal mines.

It is small wonder then that coal is the largest single item of traffic on our railroad.

The movement of this commodity in the territory served by this company is seasonal, the apex being reached usually in November with a tonnage in round figures of 1,300,000 tons and, the minimum in May with 600,000 tons, a variation of over 100 per cent; but we must be prepared to and do take care of

the peak load at all times, although it takes 26,683 gondola cars to do it.

Nature has deposited an inexhaustible supply of this great necessity at our doors, and the management has provided ample facilities for its transportation to market; but like a great many other lines of endeavor, the supply exceeds the demand. Were that not so, our carrying of coal would be double what it is, as our present facilities are fully equal to the demand, and there is room for expansion if necessity requires.

And now, reader (a) what can you do, and (b) what are you doing to help find a market for this "home produced" coal in your home town? The answer to query "(a)" is that each and every employe regardless of department should be a booster for the road and its traffic, which is the only commodity it has for sale, and you can help the coal traffic by getting your dealer to handle shipments from mines on our line. Naturally, the large number of mining operations on our road, mining the varied seams of coal they do, produce all grades of prepared coal adapted to any boiler, furnace, stove or grate, so it will not be necessary for any dealer or consumer to go beyond our rails for what he seeks. If you know of any that have failed to find what they want, advise this department, and we will do the rest. As to query "(b)", you will have to answer yourself.





Passenger Traffic Department

Little Talks with the Rambler
Service Notes of Interest

Pro Bono Publico

"'Pro bono publico,' which being translated means, for the good of the public," said the Rambler in a dreamy sort of way as he apparently watched the passing boats on the river from the banks of one of the several wooded islands. It was a beautiful Sunday climatically, and we had gone to the park for the sake of a quiet afternoon in the open. We had found a delightful spot at which to rest and be comfortable, among the trees on the shady side of the island; where, with knees drawn up and clasped in his outstretched arms, the Rambler lazily sat with his back to a tree while I had found a seat on a root of that same tree that projected from the bank to the water's edge. "Which brave Latin quotation," I said, "you got out of the back of the dictionary, and I know it. So, please don't try to give me the impression that you are deeply learned in the classics, but come out in good plain English with what particular thing, or things, you think is good for the public. Is it the attractions of the park and the freedom therein enjoyed by said public?" "Nothing so self evident as that," was the quick response. "I have in mind the frequent cases in which the railroads are called upon to enter into outlays from which, as a strict business proposition, they would refrain but for the element of public service. Enterprises in which direct, immediate

or sometimes even ultimate indirect profit is problematical." "But which," I added, "are often gold mines in the estimation of the public that is served by them," for I had some knowledge myself of that phase of the railroad business. And it's often hard to make them see to the contrary. "In fact," I continued, "the ability of some people to see a profit in, or a reason for, other peoples' ventures reminds me of a little six-year-old niece of mine. She was recently taken by her mother on a shopping expedition, during which she espied a gaudy ready-made frock the possession of which became an immediate passion with her, and she begged insistently for it. But the mother said 'no!' and as a finality said: 'But dear! I am going to buy you a much better frock. That one would not look pretty on you. Besides, it's a cheap, flimsy material and would not last you a week. It would be throwing money away to buy it.' 'No, it wouldn't be throwing money away,' was the quick response. 'After the week you could give it to the minister for the missionary barrel. I heard you tell him last Sunday you hadn't a thing to give him for it.'" The Rambler smiled and observed that the illustration was good in certain directions, but that what he had more particularly in mind was more like the Kelley invention. "Kelley," he said, "had raised a large family, no one of which bid fair to be of any great comfort or

financial aid to him in his nearly attained declining years. Of one son, however, he and his good wife had hopes. This, because the son, for twenty years at his trade, had been devoting all his spare time, money and brains since his apprentice days to the perfection of a wonderful invention of his; and concerning which Kelley used to frequently confide to his friends that 'if the lad ever finishes it and if the dom thing's any good it'll be worth a wad of money and we'll all be on aisy street if some shark don't steal it off'n him.' Which suggests," continued the Rambler, "that in consequence of what it considers its obligations to serve the public, a railroad often renders service, or engages in enterprises the profitable outcome of which is as problematical as that of Kelley's invention. And, just as that persistent son put time, money and brains into his venture, such cases with a railroad often require an extra application of all those elements. In fact, more likely than not they require an acuteness above the ordinary, that every possible turn may be taken advantage of to make good on the enterprise. Our relation to the Chicago Speedway Park enterprise and the campaign we went through in connection therewith is a recent illustration of this. In fact, the story of that campaign is interesting and I have a mind to tell you of it." On my expressing an interest, he went into a complete history of the matter, giving detail facts and statistics galore, for he has a wonderful memory for figures. These and the story in full, I will not attempt to repeat. In rough outline, however, that portion of his narrative bearing particularly on the problem of uncertainty is as follows:

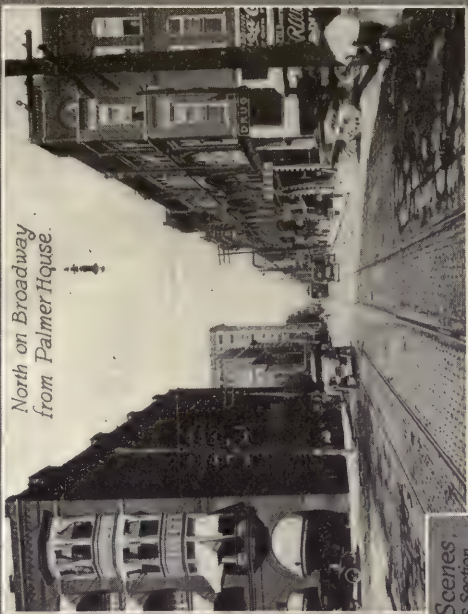
There was formed in the city of Chicago an organization known as the Speedway Park Association, whose main purpose was the construction of a two-mile automobile speedway, with other auxiliaries, such as a country club and facilities for athletic events of various kinds, as an ultimate acquirement. About three hundred acres of land were secured by the association on the West Side, and in due course construction on

the speedway began, and a five hundred mile international auto race, or a, "First Five Hundred Mile International Auto Derby," was announced for June of the present year. Our interest in the matter began in January, for "Speedway Park," as the track was named, was located directly on our western line thirteen miles from our Van Buren Street Station. The actual construction of the speedway, which with its grand stand and property is said to have cost the promoters approximately one million dollars, our Freight Department were naturally interested in on account of the matter of hauling material. But it is not necessary to dwell on that except to say that it was one of the interests which kept the Traffic Department on the alert from about January 1 to the running of the first Derby in June. From a Passenger Traffic point of view our interest in the Speedway Park lay in the question of not only a possible obligation "pro bono publico," as the Rambler would say, but in ways and means, and of possible profit or loss. It was all an unknown problem. Would the race itself be a success, would it have an attendance of one hundred thousand, two hundred thousand, or more or less than these figures? Upon this question hung what we would have to do to get the people back and forth to the park, for our road was the only means of transportation on which dependance could be placed for service from the city direct to the park gates. We must, of course, be prepared for the maximum service required; but what were the probabilities of that maximum? Nothing of the kind in Chicago had ever been tried to give us a basis on which to work, and right there is where our real campaign began. A neighboring city maintained one of the few auto speedways of the country, so a passenger department representative went to that city to investigate and get some tangible basis on which we could plan. The attendance at that Speedway, the traffic facilities to it, the number of trains run and how they were loaded, unloaded and handled—in fact thirty-five specific units per-

Largest Building



North on Broadway
from Palmer House.

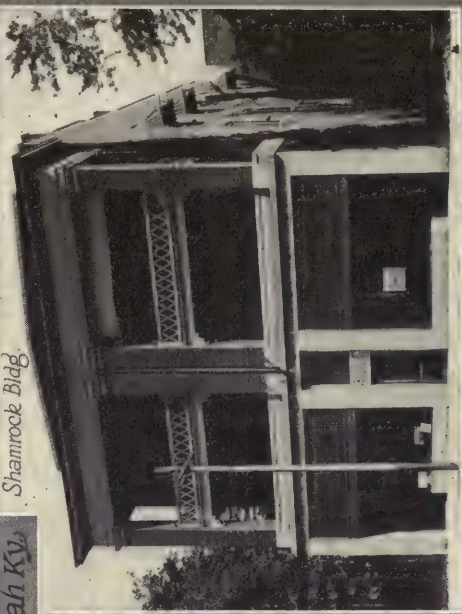


Street Scenes
Business Section
Paducah Ky.

1st National Bank



Shamrock Bldg.



taining to the matter were canvassed in that neighboring city. With data thus gleaned, data based on experience, to work on, there followed at home numerous conferences and much planning culminating in the company's expending many thousands of dollars, running well up into two figures, in order that it might handle effectively its share of the Speedway Park travel from and to the city. I say its share, because notwithstanding its being the only line direct to the park, it could not but expect opposition from other transportation companies whose facilities, while in a way but comparatively incidental, still would prove more or less available. As the first, and most important item, on which to base an adequate service, the company extended its main line double track from Parkway Station to Broadview Station, a distance of about two and one-half miles. Thus was attained double tracks for the entire thirteen miles between the city and Speedway Park—a double track line fully protected by automatic block signals. At "Speedway," the name of its station at the park, it constructed fifty-one hundred feet of third track and two platforms each thirty-two hundred feet long. These two platforms and the three tracks gave facilities for loading six trains at a time, twelve cars to each train or seventy-two cars in all. Leading from the platforms were provided six exit gates at which the Speedway Association could collect gate receipts from passengers upon leaving the trains. For controlling the passenger traffic after the meet, two "bull pens" were constructed, one to accommodate exit from the Speedway and each to be served by a sufficient number of ticket takers; also booths for ticket sellers, the former being set at a considerable distance from the "bull pen." These "bull pens" were each to accommodate from one thousand to fifteen hundred people, and in them passengers were to be retained after their tickets were taken until the trains were ready, at which time the passengers were to be allowed to pass through the gates and embark; the trains to pull out one after the other as loaded,

their place to be continuously taken by others until the crowd had been completely served. With these facilities provided for handling traffic at the park, it was further planned; and on the great race day carried out, that beginning at a certain hour in the morning for concessioners, employes and others, an early train should be run, and that beginning at 6 a. m., trains were to be operated as frequently as the travel demanded up to 2 p. m. In other words, during the rush hours both for the going and returning trips, the service was to be continuous. To accomplish this last on the great day, June 26, there were fifteen trains of twelve cars each in commission and four relay locomotives.

But this was a single phase only of the campaign. Having worked out the problem of facilities for handling all the traffic that could be reasonably expected, it remained to obtain that traffic. Hence began a system of correspondence (resulting in a file three inches high), solicitation and conferences. Liberal advertising of our facilities to the park was engaged in, both locally and over a wide range of country in which it was anticipated there would be sufficient interest to bring outsiders into Chicago for the great event. Outside local agents sent in estimates of the number of people that would probably attend the race from their stations, resulting in a careful estimation of extra equipment and special trains necessary to take care of this outside business. "In fact," the Rambler concluded on this subject, "all the multitudinous details involved in a new venture of this kind were painstakingly cared for. The result was reasonably satisfactory for an initial trial, but like Kelley's invention all "ifs" in the matter have not been settled. "If" the first try-out can be repeated often enough the venture will be satisfactory, but in the mean time, pending that and various other "ifs," the railroad, while taking a business chance in its own interest has at the same time entered upon a venture 'pro bono publico.'"

As the Rambler finished I was so impressed concerning the angle of the rail-

road business that he had illustrated that as we sauntered homeward my mind went back over the broad question of the many ways in which the public was served by the railroads beyond the mere transporting it from point to point. I expressed myself somewhat crudely on those lines to the Rambler. "Just think," I said, "what the traveling public really do get from the railroads of today compared with the early days of rail traffic. Sleeping accommodations, meals that can be taken comfortably en route, no worry or bother about baggage, and a hundred and one other items that contribute to its ease, safety and its expedition in travel. What wonderful strides have been made in such matters since the old stage coach and canal boat accommodations of other days have become forced into the background."

"Well, I should say so," exclaimed the Rambler with a laugh. "Everything helps nowadays, from an electric fan in a day coach to a coat hanger in a sleeping car berth. But this reminds me of a newspaper clipping I have in my pocketbook that I came across a short time ago. If it does not make one feel that the public is well served by the railroads in the present day, then such a one will have to be put down as an incorrigible, pessimistic crank." He then handed me the clipping, which was from the London Times of nearly thirty years ago and referred to certain railroad matters of Auld Lang Syne. It read as follows:

"The London Times gives the following rules as appropriate for traveling forty or fifty years ago: Passen-

gers expecting to join the trains at any of the stopping places are desired to be in good time, as the train will leave each station as soon as ready, without reference to the time stated on the tables, the main object being to perform the whole journey as expeditiously as possible. Passengers will be booked only conditionally upon there being room on the arrival of the trains, and they will have the preference of seats in the order in which they are booked. No persons are booked after the arrival of the train. All persons are required to get into and alight from the coaches invariably on the left side as the only certain means of preventing accidents from trains passing in an opposite direction. Each passenger's luggage will, as far as possible, be placed on the roof of the coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat opposite to that which the owner occupies."

"Imagine," said the Rambler with a grin, "no person being 'booked' in these days after the arrival of the train! But what gets me is that 'the train will leave each station as soon as ready without reference to the time stated on the tables.' The ambition to have the train 'perform the whole journey as expeditiously as possible' was laudable, however." He put the clipping back in his pocketbook, and in the meantime, we having reached his street car line, he bid me good-bye and boarded the car by which he reached his apartments.

Service Notes of Interest

BELIEVING that an official, authoritative statement of the policy of the Canadian Government in relation to American tourists in the Dominion would be valued and answer the question that undoubtedly arises in the minds of many would-be tourists, Mr. J. W. Scott, Superintendent of Immi-

gration, Department of the Interior, Canada, writes the Passenger Traffic Manager from Ottawa as follows:

"I observe from newspaper reports that there seems to be an impression in the minds of many that American tourists will not be welcomed in Canada this year, and I am writing you



Views
of
Country Club
Paducah
Ky.



this letter to correct that impression. Canada continues to welcome bonafide American tourists traffic the same as in other years. Passports are not required by any person. Persons naturalized in the United States will be treated exactly the same as United States citizens by birth. German, Austro-Hungarian or Turkish citizens who are employes of American tourists will be permitted to enter Canada without any difficulty beyond the assurance of the employer of the good behavior of the employe while in Canada. The only supposed tourists who have difficulty on the International Boundary are undesirable aliens seeking to effect entry as immigrants but under the guise of tourists."

This also coincides with the joint circular issued some time ago, to the same effect, of the Canadian Steamship Lines, Limited, the Canadian Pacific Railroad Company and the Grand Trunk Railway System. Agents should bear the above in mind when questioned on the subject.

The monthly bulletin of the Chicago and North Western, in an article on Pacific Coast Travel, makes the two following points that it might help Illinois Central agents to remember in connection with the sale of California Exposition tickets: "Tourists who have not previously visited California will undoubtedly appreciate the suggestion from agents to take such clothing with them on their trip as they ordinarily wear late in the spring or in the early fall, as mentioned in June Bulletin. Along the Pacific Coast the temperature during the day is not excessive and the evenings are cool.

"Many express the regret that they did not arrange for time enough in San Francisco and other points in California as they failed to realize in advance the number of attractive trips that could be taken in San Francisco and vicinity including trips about the Bay and down the Peninsula. They state that two weeks can be well spent in San Francisco and vicinity, in addition to vis-

its to farther noted points of interest either reached by side trips or enroute through California."

The Michigan Central has established modern standard sleeping car service daily between Chicago and Portland, Old Orchard, Kennebunk and Kennebunkport, Me., on "The Canadian," leaving Chicago daily at 6:10 p. m. On Fridays out of Chicago the through car runs to Kennebunk only. The route is via Michigan Central through Detroit to Windsor, Canadian Pacific via Montreal to Newport, Boston & Maine to St. Johnsbury, Maine Central through the heart of the White Mountains to Portland, Boston & Maine to Kennebunkport, Me. On the Wolverine, leaving Chicago 9:05 a. m. daily, sleeping cars are operated between Chicago and Montreal, connecting there daily except Sunday, at 9:55 a. m., with parlor car for Portland and Kennebunkport, and affording a daylight ride through the heart of the White Mountains.

The Michigan Central has advised the discontinuance of its passenger train service on their "London Branch" extending from St. Thomas, Ont., to London, Ont.; but that such will not affect the handling of traffic to London, Ont., from points west of Detroit routed via Michigan Central to Windsor, Ont., thence Canadian Pacific to London.

The Grand Trunk Pacific calls attention in circulars it has issued to improved Trans-Continental through electric lighted sleeping car service it has inaugurated between Winnipeg and Prince Rupert, leaving Winnipeg Tuesdays, Fridays and Sundays at 6:00 p. m., arriving at Prince Rupert at 6:15 p. m. the following Fridays, Mondays and Wednesdays. Also to the fact that in addition to the attractions of the route, including the Canadian Rockies and the Fraser and Skeena rivers of British Columbia, those of the seven hundred mile sea voyage

through the sheltered channels of the "Norway of America" from Prince Rupert to Seattle via the Grand Trunk Pacific steamships, are covered by an extra charge of \$10 in one-way fares and \$20.00 in round-trip fares per tariff and include meals and berth on the steamers.

The attention of agents selling tickets to St. Louis from Chicago and intermediate stations is called to the fact that train No. 19, the Daylight Special, runs into that city over the Merchants' Bridge, hence does not make East St. Louis. While this arrangement has been in effect for some years, it is occasionally overlooked and tickets for that train sold to East St. Louis.

This should not be done, as passengers holding such tickets are required to either leave the train at Madison or pay additional fare from Madison to St. Louis, which is apt to cause controversy between the passenger and conductor.

Effective August 10th, the through steel, twelve-section drawing-room sleeping-car that has been running between Chicago and San Francisco over the Illinois Central and Union and Southern Pacific via Omaha, was withdrawn as a through Pacific coast car. It will continue to run over the Illinois Central between Chicago and Omaha only, west bound, on No. 13, and east bound on No. 14.

ENGINEERING



DEPARTMENT

Lake Cormorant Interlocking Y. & M. V. R. R.

THE mechanical interlocking at Lake Cormorant, Miss., was placed in service October 22, 1914. It protects the junction of the Lake Cormorant District line with the Clarksdale District line. The Clarksdale District line is double track north of the plant and single track south of the plant, the junction switch being interlocked. The Lake Cormorant District line is double track through the plant.

The arrangement of tracks and signals is shown on the opposite page.

High speed moves are routed as follows:

North bound from Clarksdale District, signal 2, straight through plant.

North bound from Lake Cormorant District, signal 6, over crossover 30-31.

South bound on Clarksdale District, signal 47, over crossover 27-28, and switch 26 normal.

South bound on Lake Cormorant District, signal 46, over crossover 27-28, and switch 26 reversed.

Crossovers 24-24 and 19-20 are used for slow speed moves only. Low speed signals govern all possible routes, except those governed by high speed signals.

The interlocking tower is the standard wooden tower for a Saxby & Farmer machine. The foundation is concrete, in which inverted steel rails are set at intervals of 1 foot 8 inches for the support of the leadout and the machine frame. The machine frame consists of 4 inch by 12-inch timbers on 3 feet 4-inch centers. These timbers are supported by the concrete foundation and are set directly over the inverted steel rails to which they are bolted with steel brackets. At the top the timbers are held by steel braces inclined at 45 de-

greens in the upper quadrant, and the low speed arms operate from 0 to 45 degrees in the upper quadrant. Dwarf signals are U. S. & S. Co. type, pipe connected with spring attachment and operate from 0 to 45 degrees in the upper quadrant. The high speed arms display a green light when in the vertical position, and a red light when in the horizontal position. Low speed arms and dwarf signals display a yellow light when in the 45 degree position, and a red light when in the horizontal position.

The three power distant signals have Hall style "K" bottom post mechanisms and operate from 45 to 90 degrees in the upper quadrant. They display a yellow light when in the 45 degree position, and a green light when in the 90-degree position. The operating battery for each signal consists of sixteen cells of B. S. Co., 400 A. H. capacity housed in a knock-down iron battery box.

The line relays are 500 ohm Hall wall type housed in the signal mechanism cases. Lightning arresters are Hall

style EG improved type. Electric back locks for the distant signals are U. S. & S. Co. model 2, half reversed, with a resistance of 500 ohms. Two Union mechanical time locks are provided, and three annunciators of the U. S. & S. Co. train drop type, two being 500 ohms resistance and one having 25 ohms resistance. The 500 ohm annunciators start from Hoeschen selective magneto-generators and respond to north bound trains only. The 25-ohm annunciator starts from a Brach style "G" mercury track instrument on the south bound track north of the plant.

Wire used at signal locations is No. 14 Kerite 4/64 inch wall and single braid. The jumpers on relays are No. 12 lamp cord. Line wire is No. 12 copper clad, the annunciator wires being bare, and the signal wires being double braid weather proof.

This interlocking was the first on the system to be installed with signals operating in the upper quadrant, and special instructions were issued covering the various indications.





Industrial, Immigration and Development Department



Progressive Farming in Mississippi

By Charles N. Brumfield, Agriculturist

PHENOMENAL yields in agriculture are obtained under conditions that are unusually favorable, and there must be but few limiting factors to such yields. The South holds the record for the largest yields of corn, oats and alfalfa. In the South man is the only limiting factor to crop production, because we have unusually favorable conditions for phenomenal results. While repeated maximum yields make us love to boast of our wonderful resources, nevertheless it is true that the South is growing and developing, as a result of the simple and carefully given information, which can be used by the average man day in and day out on the farm. It is the standard of the average man that the most thorough agricultural workers are seeking to raise, instead of working altogether, for results out of reach of the average man. That education, that standard, that uplift which directs many men to greater effort along the general lines of farming; which endeavors to direct the raising of a few pigs well, caring and feeding properly a few dairy cows, and which makes for the improvement of the home, the consolidation of schools, community organization and painted churches is worth far more to civilization than all the extraordinary results which it is possible to obtain only under the most favorable conditions. After several years of experience in teaching the simple things for general farm uplift, we are convinced that the main good which comes from speech

and illustration is the original thought which results from the personal contact with the worker, the interest aroused to seek for himself the truth about his own farm and business.

It is interesting to take an inventory of the farm conditions of a state, county, community or individual. It is highly educational to take such an inventory and we are of the opinion that a part of the agriculture which ought to be taught in the public schools of the South are the inventories or conditions of the farms in the community around the school, and the methods of benefiting such farms. At last the whole problem of agriculture is the problem of education. The farmer of the future must be a good sound business man, educated to love the business of farming and able to understand and apply the science of farming and to use them on his farm. The more of the proper kind of education we receive the quicker and surer are we going to develop into a permanently prosperous agriculture.

The demonstration farms of the Illinois Central Railroad are not intended to overshadow every farm in the community in which they are located. In fact, it is always gratifying to the management to know of results superior to the results obtained on these farms. However, it is intended that the truth of scientific farming shall be put into practice on these farms in so far as it can be made a part of the scheme for a permanent farm. Then they must

serve as an object lesson to other farmers if they are of the most good, but to serve as object lessons it is realized that the work of these farms must be of a superior nature, or rather, the work must be thoroughly sound.

Freeman Hales owns and operates the farm at McComb City, Miss. This farm was put into operation in 1913 by Mr. J. C. Clair, who with a few enterprising business men of McComb called upon Mr. Hales for the purpose of locating and outlining the work to the agriculturists. Hales was just an average man, with lots of energy, and an unconquerable desire to become a prosperous farmer. He loved his business and did nothing else and talked nothing else. The farm is now in its third year. No special interest was taken in this farm the first year, except that shown by the director of the farm and its proprietor. In fact, it was not much of a departure from the ordinary way of running farms in that county. There was an ample supply of stumps all over the place. Hales had some dairy cows, but handled them in the old box-stall fashion, and did not have a silo nor a modern dairy farm. On July 20, 1915, Mr. Hales had eliminated the stumps from his place, he had erected a splendid concrete silo, and had just completed a modern dairy barn, built according to the directions of the United States Department of Agriculture. On this day the new barn was dedicated by holding a farmers' all day meeting in it. The meeting was attended by about 200 farmers and their wives and lasted from 10:30 in the morning until 4 o'clock in the afternoon. Speeches were made by Messrs. Harper, Brumfield, Moore, Higgins, Minge, and Prof. Moore. The work from the railroad standpoint was outlined by Mr. Harper. Mr. Moore gave an interesting discussion upon community organization and co-operation, Mr. Higgins outlined the advantages of the silo and modern dairy barn. Mr. Minge discussed terracing land and soil improvement, and Prof. Moore discussed the dairy cow and her value, when properly looked

after. It is easy to see that Pike County is developing. Five years ago it would have been impossible to have had such an audience meet in any part of the county for the purpose of an all-day discussion of farm matters. A few miles' drive in the country over the magnificently graveled roads is indicative of better times in South Mississippi and in Pike County. Crop conditions are magnificent, and conditions are generally improved, because farmers are beginning to settle themselves to the task of working out a permanent agriculture.

At Flora, Miss., John Anderson operates the demonstration farm, and on July 21 a similar meeting was held on his place to that just outlined about the McComb City Farm. Except on this occasion a much larger farm is being used and, instead of being a dairy man, Mr. Anderson is breeding beef cattle. While this is not uncommon in Madison county yet the visitors who were interested in farming took delight in comparing Mr. Anderson's grade calves and yearlings with their own and took a great deal of interest in observing the methods of cultivating the Demonstration Farm. Mr. Anderson's corn would indicate a yield of 90 bushels to the acre, and this is on land that would not make 20 bushels five years ago. An all-day meeting was held in the beautiful grove in front of his residence, where all the discussions were interspersed by questions asked by the farmers, and we judge there were 500 in attendance. All left well pleased with the day's work, the farmers feeling they had truthfully benefited and the speakers inspired to greater efforts for the accomplishment of good.

At O'Reilly, Miss., Mr. Louis Waldauer operates the Demonstration Farm, and on July 23 one of the grandest farmers' meetings ever held in Mississippi, and especially the delta, was held on his farm. About 1,000 people attended and devoted the entire time, from the arrival of the speakers to adjournment, to the subject of farm problems. A splendid barbecue was given

by Mr. Waldauer, and he served more than a thousand plates. It is especially gratifying to be able to recall that it is possible to hold a meeting of this kind in the Yazoo Mississippi Delta.

The thing that marks the farm meetings held, and which gives a true indication of the trend of affairs in Mississippi is the fact that at all of these

places, by unanimous consent of the farmers present, it was agreed to make these meetings an annual affair. We are of the opinion that Mississippi is developing, and that her development is coming fastest along agricultural lines, because her farmers are assimilating the truth of agriculture in the simplest and most practical form.

The Intelligent Box Car

THE general superintendent and the principal assistant engineer stood side by side at the top of the hump in the shadow of the switching tower and smiled. And that was all there was to the formal opening of the Chicago clearing freight transfer yards it took more than two years' time and \$8,000,000 to build. They are said to be the biggest in the world.

Below the two men the tracks spread out fan shape. Fifty-two pairs of them, rapidly becoming shiny with use, flowed out to the east.

The completion of the clearing yard is an important step toward electrifying the railroads entering Chicago. As long as freight transfers are made in the city the problem of electrification is complex. That was the way F. E. Morrow, the principal assistant engineer, explained it.

"The freight transfer yards here sort out the freight that comes into Chicago," he explained. "A train comes in from the east, for instance, with sixty or seventy cars consigned to points on different railroads west of Chicago. Some of the cars may be consigned to Chicago firms. Now, what we do in this yard is to take all the cars that are to go out over the Santa Fe, for instance, run them down one track, and let the Santa Fe haul them out again."

General Superintendent J. H. Brinkerhoff added a word.

"If Chicago," said he, "didn't hap-

pen to be about the only city in the country which is the terminal for every road that enters it the situation wouldn't be nearly so complex. That's the reason the switching problem is so mean."

The way they classify the cars is a fine art. A train was hauled to one of the receiving tracks situated at either end of the yard. There the Belt Line railroad, which operates the yard, took it in hand. An engine was hooked on behind and the long train was pushed up the long slope until the first car was just at the top of the hump.

The man in the switching tower had before him a card which the conductor of the freight train had made out as his caboose jogged along over the prairies. That card gave the destination of every car in the train.

When the car came to a full stop the tower man gave the card a hasty glance and a moment later pressed one of a half dozen small buttons on the table before him. A blast echoed down the yard; it was heard half a mile away, for a moment later the whole train quivered. The push was strong enough to send the first car on its way down toward the fan of tracks below. Just as the car started the tower man pressed another button.

On top of the car which bowed along down the slope stood a man in faded blue overalls. Presently he leaned over and bore with all his strength on the hand brake. The car

slid along until it reached the fourth rib of the fan when it changed its course and slid down that rib.

The tower man turned and grinned.

"Did you see that button I pressed just as she started to roll?" he asked. "Well, that threw switch No. 4 down there and she just had to roll in. Nothing to it. Watch. Here goes for track No. 7—Illinois Central stuff for New Orleans."

After a half dozen cars with their

riders have slid over the bump a gasoline car chugs up the hill with the riders who are ready for their turn next. It took twenty-three minutes to classify sixty-three cars.

"Why didn't we have a celebration when we opened up?" repeated the general superintendent. "Well, they had one in Kansas City when they opened up a yard there and they got so balled up they didn't get straightened out for ten hours."—Exchange.

Operator P. Cummings

Mr. Cummings, who is employed in the local freight office at New Orleans, La., is one of the oldest employees in the service.

Entered the service of the N. O. & Jackson Railroad at Frenier, La., as operator, August, 1868; remained with that company until March, 1877, as operator and Superintendent's clerk, was taken out of the service along with a number of other employes when a new superintendent took charge.

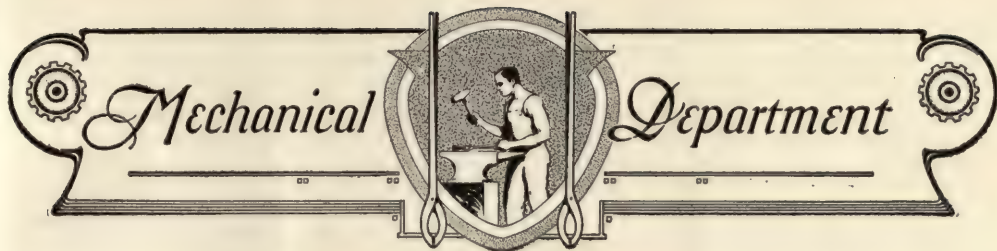
From 1877 to 1885 was agent and operator for the M. L. & T. R. R. at Opelousas, La.

Entered the service of the L. N. O. & T. R. R. January 3, 1885, and was employed at Clarksdale, Miss., Burnside, Wilson and Baton Rouge, La., from that date up to February 15, 1889, when he was transferred to New Orleans. When the Illinois Central took over the L. N. O. & T. R. R., he continued in the service at New Orleans.



PETER S. CUMMINGS, NEW ORLEANS, LA.





For the Good of the Service

By L. A. North, Shop Superintendent

RECENTLY we had several of the representatives of the Railway Magazines visit Burnside Plant. In conversation with these gentlemen, their attention was called to the different committees we have on the Plant, i. e., that of the Shop Craft Committee and of the Safety Committee. These gentlemen expressed themselves very highly in favor of the way the committees were handling the work which had been assigned to them and in the successful manner in which they were handling the reports, and also the numerous suggestions which had been given by them at the various meetings held in the office of the Shop Superintendent each month.

It is the desire to bring the employees as closely in touch with all of the operating Departments as possible, in order that they may realize the necessity of co-operation, economy and careful handling of all that pertains to successful operation of a Railroad, the size of the Illinois Central. The spirit which has been exhibited by the various employees surely must be very gratifying to all concerned—so much so, that during the recent Street Car trouble, Mr. Markham, the President of the Railroad, commented on the co-operation of all of the employees in handling the enormous amount of traffic which was handled at that time, and which could not have been handled in the manner in which it was, had everybody not pulled together.

The same spirit is exhibited at the

Burnside Plant. The various men of the different Departments realize that the co-operation of all employees is necessary and essential for the welfare of the Plant. During the meetings of the Shop Craft Committee held in the Shop Superintendent's office—after the various committeemen have been requested to make such reports as necessary, it is the rule to talk to them relative to the cost of operation of the Plant for the preceding month, showing the saving effected by the use of scrap and second-hand material, illustrating by different methods what can be done along this line, what has been done, what other Railroads are doing and how, by each employee putting his "shoulder to the wheel", in this respect, he is able to keep some other employee at work, by the saving effected in material, allowing more money to be spent for labor.

The Shop Craft Committee is also requested to talk to the various employees on this subject, so that they may understand what is being done to handle the plant in as successful and economical a manner as possible, also what is being done to place the power, both locomotives and cars, in the best condition possible.

The subject is also discussed in regard to cleanliness of the plant and premises. We believe that the employees appreciate what is being done for their comfort and are endeavoring, to the best of their ability, to meet with the requests which have been

made in regard to cleanliness of the plant and premises.

The question of safety is also thoroughly discussed and illustrations given whereby employes, by becoming careless or not being thoughtful enough of their fellow shop-mates may bring about an injury which may deprive them of the means or methods of a livelihood and suggestions are offered whereby these accidents can be reduced to a minimum. The Safety Committee, which canvasses the plant thoroughly once each month, has also made a very good showing. It is not always possible to do all that is requested by this committee each month, but they are requested that in case their report has not been taken care of, or report has not been fully covered, to again report at the following meeting. They are asked to be persistent in such reports until everything has been done that can possibly be done to guard against accidents for the present and the future.

The system of co-operation we believe to be one of the best that can be installed in any plant, and from the manner and method in which the various employes here have adopted this as their watchword surely indicates that all are interested in the success of the operation of the plant.

A number of papers have been written on "Efficiency" from time to time—possibly this has been one of the worst abused words in the dictionary. In a recent article in the Ladies' Home Journal a very clever illustration was given as to the abuse to which this word is subject, and the writer of the article had the subject well in hand. While it is not the intention to belittle anything which may have a tendency toward economy or shorter methods, we believe that co-operation for any organization will do more toward placing a plant on a paying basis than any other system which may be installed.

We also desire to mention the co-operation exhibited by the Store Department with the Mechanical Depart-

ment. The custom of one department nagging the other continually is not the system used here—both departments working hand in hand and accomplishing that which would be considered impossible under the system now in use on some of the railroads today. By both departments working together in handling and the using of material, it is possible to reduce the stock to a reasonable amount, turning the money over very rapidly, which necessarily must be invested in the amount of stock carried and allowing but very little dead stock to remain on the plant. This in turn is beneficial in more ways than one, as it enables the management to make a much better showing and allows more money for the repairs to locomotives and cars, as well as the upkeep of the premises. Occasionally it is necessary to place an emergency order and it is very gratifying to witness the manner in which this is handled, which, if under other conditions than which we are now working, it would be very much of a handicap to endeavor to turn out the amount of work that is necessary for a plant of this size to produce.

The clerical end also has co-operated in a number of instances and short-cuts have been adopted whereby the increase of correspondence has been handled very satisfactorily—each and all doing whatever is possible within their power to handle matters pertaining to them as quickly and satisfactorily as can be done.

We also believe that it is a good policy to place yourself in the other fellow's place occasionally to get his viewpoint of how matters pertaining to the different affairs of a plant or railroad are handled, and if a spirit of democracy prevails throughout the entire system, it has very much of a tendency to bring all concerned closer in touch than with the use of some of the efficiency methods which are advocated by theoretical men in regard to matters of which they have no practical knowledge.

Reducing Mechanical Department Expenses

By L. R. Gleaves, Chief Clerk to Master Mechanic, Paducah

NO subject is of more importance in railroad operation than that of expenses and as the present is a very opportune time, attention is called to some of the saving effected at Paducah shops by the use of scrap and second hand material, both in application and manufacture.

Heretofore considerable has been lost, or it might be said, thrown away, by material, which can be utilized in various ways, being sent in for scrap.

In addition there has also been loss in labor expense in the use of second hand material on account of not having proper system for handling it.

To increase the use of serviceable second hand material and eliminate all unnecessary labor expense in the handling of it, a scrap dock was constructed at Paducah. One end of the scrap dock has been arranged with sufficient number of bins so each class of material can be separated and placed in separate bin, and the other end of the scrap dock has been equipped with machinery to rework and rehandle it.

The reclaiming plant at Paducah is equipped with the following machinery:

- Bolt shears (air driven).
- Bolt straightening machine, air driven).
- One double head bolt threading machine (motor driven).
- One machine for backing off nuts from old bolts (air driven).
- One six spindle nut tapping machine.
- One emery wheel (motor driven).
- It requires in its operation:
- One foreman.
- Five machine operators.
- One assorter.
- Two scrap handlers.

These, with the exception of the foreman, are paid by the hour, making

the average cost for labor operating the plant, based on eight hours per day, six days per week, approximately \$320.00 per month.

The monthly output of the reclaiming plant in bolts and nuts alone amounts to:

Bolts 35,626 lbs.
Nuts 13,786 lbs.

This results in an added saving of \$779.03 per month, arrived at in the following manner:

| | |
|-------------------------|------------|
| Output (new value)..... | \$1,304.23 |
| Scrap value..... | \$148.20 |
| Labor | 320.00 |
| Power | 25.00 |
| Overhead expenses.. | 32.00 |
| | <hr/> |
| | 525.20 |

Av. mo. saving.....\$ 779.03

The above saving, however, does not take into consideration the saving made in reduction in the cost of handling and reclaiming other items.

Exhibit No. 1 shows a general view of the reclaiming plant and Exhibit No. 2 shows a view of the bolt corner room of this plant.

The Car Department blacksmith shop, used exclusively for car repair work, is located near the scrap dock in the blacksmith shop. A coal furnace has been provided which is used exclusively for straightening all car iron, repairing brake beams and resetting car springs, which work is done by a force of two men:

- One blacksmith handyman.
- One helper.

These men repair an average of four brake beams per hour, or ten springs per hour. Brake beams are not only repaired, but No. 2 beams are made from No. 1 beams by the application of a 1¼-inch truss rod reclaimed from destroyed cars. After the beams are

repaired, same are painted by dipping in paint baths. The total cost of repairing brake beams, including both labor and material, amounts to 80 cents each. The saving on brake beams per month amounts to an average of \$552.50, arrived at as follows:

| | |
|------------------------------|----------|
| One new brake beam..... | \$ 2.50 |
| One repaired brake beam..... | .80 |
| <hr/> | |
| Saving | \$ 1.70 |
| Av. number repaired monthly. | 325 |
| Monthly saving | \$552.50 |

In addition to the work of repairing brake beams and straightening all car iron, this handyman and helper also repair all coil draft springs, giving them the proper set, tempering them in oil, and annealing them. These two

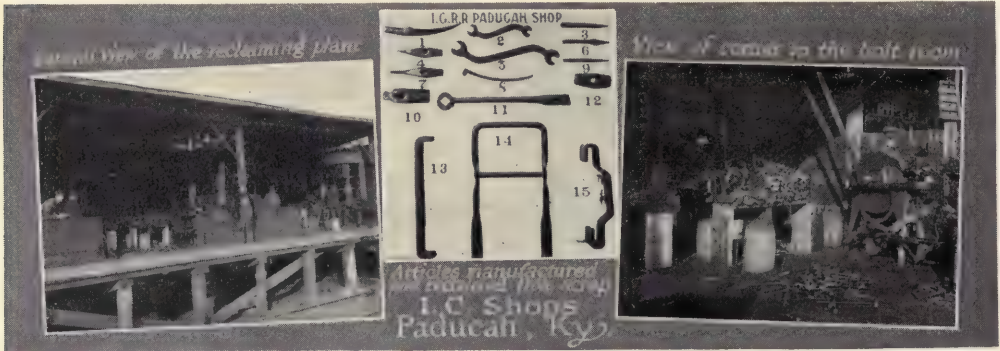
one laborer, rated at 16 cents per hour. This man working a day of eight hours prepares fifty car brasses.

Another large saving is made in reclaiming angle cocks, cutout cocks, release valves, etc. All reclaimed angle cocks and valves are taken to the air room where they are worked over and made ready for use.

In addition to the reclaiming of material, Paducah shops also make a good showing in the manufacture of small hand tools, sill steps, carrier irons, tie straps, etc.

The statement given below shows the saving effected by manufacture of such articles. (See Exhibit No. 3.)

All employees at Paducah shops are very much interested in reclaiming and using scrap and second hand material



| Article | Made From | Cost | New Value | Saving |
|--|----------------------------------|--------|-----------|--------|
| Coal Pick..... | Scrap Steel Tires..... | \$0.15 | \$0.40 | \$0.25 |
| "S" Car Wrench..... | Scrap Steel Tires..... | .14 | .15 | .01 |
| Hand Chisel..... | Scrap Car Springs..... | .04 | .16 | .12 |
| Hand Cold Chisel..... | Scrap Steel Tires..... | .15 | .32 | .17 |
| "S" Car Wrench..... | Scrap Steel Tires..... | .18 | .32 | .14 |
| Gouge Chisel..... | Scrap Car Springs..... | .04 | .12 | .08 |
| Hand Punch..... | Scrap Steel Tires..... | .15 | .24 | .09 |
| Brake Shoe Key..... | 3/4-inch Scrap Iron..... | .01 | .03 | .02 |
| Cape Chisel..... | Scrap Car Springs..... | .04 | .10 | .06 |
| Sledge Hammer..... | Scrap Steel Tires..... | .32 | 1.04 | .72 |
| Dump Lever..... | Scrap 1 1/2-inch Truss Rods..... | .18 | .20 | .02 |
| Machinist Hammer..... | Scrap Steel Tires..... | .20 | .64 | .44 |
| 40 T Carrier Iron..... | Scrap Arch Bars..... | .12 | .40 | .28 |
| U. S. Standard 25-in. Sill Step..... | 1 1/4-inch Truss Rods..... | .14 | .29 | .15 |
| Tie Strap for Economy Draft Rigging..... | Old Tie Bars..... | .15 | .32 | .17 |

men average ten new springs, cost 64 cents each, and about 300 are used per month at Paducah shops. This item alone reflects a monthly saving of \$132.00.

The blacksmith shop is also equipped for relining and rebabbitting car brasses, this work being done by

as they appreciate in so doing the company is saving the value of the article repaired or manufactured. Suggestions frequently offered by employees extending the use of scrap and second hand material are given consideration and when found practicable, are adopted.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advise the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president:

Illinois Division.

Conductor F. A. Hitz, on train No. 526, June 12th, lifted trip pass reading for passage in the opposite direction. Passenger refused to pay fare and was required to leave the train.

On train No. 525, June 23rd, he lifted drover's ticket account having expired and collected cash fare.

On train No. 502, June 28th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor D. S. Weigel, on train No. 24, June 14th, and train No. 2, June 26th, declined to honor expired card tickets and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

Conductor J. P. Mallon, on train No. 24, June 18th, lifted employe's term pass account passenger not being provided with identification slip, Form 1572. Passenger refused to pay fare and was required to leave the train.

St. Louis Division.

Conductor A. E. Reader, on train No. 10, June 12th, lifted trip pass account being in improper hands and collected cash fare.

On train No. 24, June 14th and 28th, he refused to honor expired card tickets and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

Wisconsin Division.

Conductor B. Lichtenberger, on train No. 124, June 19th, declined to honor local ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Minnesota Division

Conductor F. E. Lucas, on train No. 27, June 2nd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Kentucky Division

Conductor W. Y. Hansbrough, on train No. 104, June 7th, declined to honor annual pass restricted to intrastate travel account being presented with local ticket for an interstate trip. Passenger purchased additional transportation to cover through trip.

Conductor E. T. Arnn, on train No. 104, June 17th, declined to honor mileage ticket account having expired and collected cash fare.

Conductor F. P. Coburn, on train No. 122, June 19th, lifted mileage ticket, which was presented containing mileage strip from another book, and collected cash fare.

On train No. 121, June 21st, he lifted trip pass account having expired and collected cash fare.

On train No. 132, June 25th, he declined to honor local ticket account having expired and collected cash fare.

Conductor D. E. Carroll, on train No. 101, June 21st, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor J. E. Nelson, on train No. 104, June 26th, declined to honor mileage ticket account having expired and collected cash fare.

Tennessee Division

Conductor J. W. Robertson during June lifted several mileage tickets account having expired and being in improper hands and collected cash fares.

On train No. 2, June 25th, he lifted scrip exchange passage ticket account having expired and collected cash fare.

On train No. 133, June 28th, he declined to honor Sunday excursion ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor G. P. Kinkle, on train No. 105, June 17th, lifted employe's trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor J. S. Wesson, on train No. 1, June 22nd, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor J. W. Arnn on train No. 38 June 23rd declined to honor local ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor C. N. Melton, on train No. 134, June 26th, lifted employe's trip pass account being in improper hands. Passenger refused to pay fare and was required to leave train.

Mississippi Division

Conductor F. J. Hines, on train No. 3, June 13th, lifted employe's trip pass account returning portion being missing and collected cash fare.

Conductor C. M. Anderson, on train No. 1, June 19th, lifted employe's trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

Conductor B. B. Ford, on train No. 2, June 23rd, lifted mileage ticket account being in improper hands and collected cash fare.

Louisiana Division

Conductor G. O. Lord, on train No. 34, June 1st, and train No. 6, June 5th, lifted employe's term passes account identification slips, Form 1572, having been altered. Passengers refused to pay fare and were required to leave the train.

On train No. 1, June 2nd, he lifted returning portion of summer tourist

ticket account change in signature and punch description of passenger and collected cash fare.

Conductor M. Kennedy, during June, lifted several mileage tickets account having expired and being in improper hands and collected cash fares.

Conductor H. T. Erickson, on train No. 504, June 5th, lifted two 54-ride individual tickets account having expired and collected cash fares.

On train No. 31, June 19th, he lifted 30-trip family ticket account having expired and collected cash fare.

Conductor E. S. Sharp, on train No. 23, June 6th, lifted trip pass account being in improper hands and collected cash fare.

On train No. 33, June 14th, he lifted 30-trip family ticket account having expired and collected cash fare.

Conductor A. E. Broas, on train No. 34, June 13th, lifted Sunday excursion tickets account being in improper hands. Passengers refused to pay fares and were required to leave the train.

Conductor W. Moales, on train No. 1, June 17th, declined to honor mileage ticket account having expired and collected mileage from another ticket to cover trip.

Conductor R. McInturff, on train No. 331, June 28th, declined to honor Sunday excursion ticket account having expired and collected cash fare.

On train No. 304, June 29th, he lifted identification slip account passenger not being provided with pass and collected cash fare.

Conductor Wm. Trafton, on train No. 33, June 29th, lifted mileage ticket account being in improper hands and collected cash fare.

Memphis Division

Conductor J. S. Lee, on train No. 331, June 3rd, declined to honor card ticket account date of sale having been altered and collected cash fare.

Conductor J. M. Carter, on train No. 14, June 23rd, declined to honor mileage ticket account having expired and collected cash fare.

New Orleans Division

Conductor C. Davis, on train No. 21, June 6th, declined to honor Sunday

excursion ticket account having expired and collected cash fare.

Conductor S. K. White, on train No. 12, June 19th, lifted trip pass restricted to intrastate travel account being presented in connection with an interstate trip and collected cash fare.

Conductor C. R. Day, on train No. 33, June 28th, lifted 54-ride individual ticket account having expired and collected cash fare.

Illinois Division

Favorable entry has been placed on the service record of Conductor A. E. Johnson, train 73, July 11, for discovering and reporting I. C. 37766 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor C. H. Martin, train 391, July 17, for discovering and reporting I. C. 131102 without light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor A. J. Haettinger, extra 1511, July 6, for discovering and reporting car improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor H. L. Beem for discovering and reporting I. C. 104904, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor C. H. Redus, train 92, July 9, for discovering and reporting I. C. 41996, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor M. C. Shugrue, extra 1672, July 22, for discovering and reporting I. C. 106009, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor Bash, extra 1657, July 20, for discovering and reporting I. C. 45082, with no light

weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Operator R. C. Balfe, of Gilman, for discovering brake rigging down on Extra 1595, south, while passing Gilman.

Favorable entry has been placed on the service record of Brakeman J. P. Mirgon, train 92, July 15, for discovering a piece of flange broken out of wheel in his train south of Neoga, and taking proper action to have car sent to the shops for repairs.

Favorable entry has been placed on the service record of Brakeman G. Ennis, train 73, July 7, for discovering I. C. 107043, with truck broken and taking necessary action in order to avoid an accident.

Favorable entry has been placed on the service record of Agent C. W. McKnight, Melvin, Ill., for discovering broken rail on main track at south end of Melvin, July 18.

Favorable entry has been made on the service record of Brakeman H. A. Peterson for discovering a brake beam down on truck of I. C. 56716, extra 1645, south, while extra 1729 north was going past Monee station, July 11.

Favorable entry has been placed on the service record of Brakeman C. Matthews for discovering brake beam down on C. F. D. X. 56855, July 22.

Favorable entry has been placed on the service record of Agent A. S. Hatch, Kempton, for discovering I. C. 19015 at his station with broken arch bar.

Favorable entry has been placed on the service record of Porter L. Westbrook, for discovering and reporting brake connecting rod down on truck of car 2064, while being handled in train 21, June 22.

Favorable entry has been placed on the service record of Engineer Connerty, extra 1578, south, July 15, while train was moving through Riverdale, for discovering brake rigging wedged in puzzle switch on track four, and notifying the towerman to have it removed, thereby preventing possible accident.

Favorable entry has been made on the service record of Chief Yard Clerk H.

W. Holcomb for discovering C. M. & St. P. car 36970, loaded at Libertyville for Findlay, Ohio, way-bill M-304 dated July 20, indicating the car was loaded with two horses and one man in charge. Car also contained two sulkies, weight 750 pounds each, way-bill was corrected accordingly, thereby increasing the revenue on shipment.

Favorable entry has been placed on the service record of Signal Maintainer N. Heft for discovering and reporting broken rail near signal 592 on July 21.

Favorable entry has been placed on the service record of Fence Foreman William Willis, Clifton, Ill., for discovering and reporting broken rail south of that station July 6.

Favorable entry has been placed on the service record of Section Foreman Gurnsey for discovering brake beam down on I. C. 29893, extra 1678, July 3, at Tolono, and taking such action which made train safe to move. This action undoubtedly prevented possible accident.

Favorable entry has been placed on the service record of Signal Maintainer W. D. Roberts for discovering brake beam dragging while extra 1578, north, was passing Ashkum, July 11. He stopped train and brake beam was removed, thereby preventing possible accident.

Springfield Division

Favorable mention has been placed upon the efficiency record of Section Foreman David Cheek, for discovering and promptly reporting a brake beam dragging under a car in a passing train. Defect was thereby remedied before damage occurred.

Favorable mention has been placed upon the efficiency record of Brakeman J. Arneet, for discovering and promptly reporting broken arch bar in passing train.

Favorable mention has been placed upon the efficiency record of Conductor A. Chatam, for discovering and promptly reporting an empty refrigerator car with no light weight stenciled on east

side of car. Arrangements were made to have car stencilled.

Favorable mention has been placed upon the efficiency record of Conductor J. A. Abrell, for discovering and promptly reporting a car whose sides bore different light weights. Arrangements were made to have correction made.

Minnesota Division

Favorable entry has been placed on the service record of Section Foreman Geo. W. Parker, Earlville, Iowa, for discovering brake beam dragging in extra 1524, July 1. Train was signalled to stop and repairs were made, thereby preventing possible accident.

Favorable entry has been placed on the service record of Agent O. W. Reid, Peosta, Iowa, for discovering brake beam down in train extra 1707, east, while passing his station, July 6. Train was signalled to stop and brake beam was replaced, thereby removing possible cause of an accident.

Tennessee Division

On June 6, Conductor D. A. Kenney observed a car in a passing train on the opposite track with defective axle and notified the Chief Dispatcher at Fulton, who located the car, probably preventing an accident. Suitable entry was made on Mr. Kenney's record.

On May 15, Engineer Sam Rice discovered an engine driving brass on the right of way while passing on a freight train. He stopped, picked up the brass and turned it into the Mechanical Department at his terminal. Suitable entry was made on Mr. Rice's record on account of the interest he displayed in the Company's affairs.

On June 17th three brakemen, Joe Thomas, Louis House and White Tankersly, while laying over at Haleyville rendered very valuable service when extinguishing fire which threatened to destroy retaining wall at Station. Suitable entry was made on the efficiency record of these men for their efforts in the Company's behalf when off duty.

Contributions from Employes

Performance of Tubes in Superheated Locomotives

By J. F. Raps

NUMEROUS articles have been prepared relative to the construction, maintenance and efficiency of the superheated locomotive, but very few, if any, have taken into consideration the credit due the shop organization in maintaining it at the highest standard of efficiency, at the least possible cost.

When the first superheated locomotives were received on this system, everyone was skeptical as to the service to be obtained from the 5 $\frac{3}{8}$ -inch tubes. We were reasonably sure of the mileage to be derived from the 2-inch tubes, but not having had any experience with the larger tubes in locomotives, a great deal of trouble was anticipated and prepared for by instructing all concerned relative to the proper method of cleaning and working the tubes and inspecting the units during running repairs, realizing that an insufficient amount of care would result in an engine failure and that an excessive amount of work on the tubes would cause their early removal, thereby increasing the cost of maintenance.

The results obtained from careful supervision and work have been most gratifying as the locomotives were maintained in continuous service for an extended period of time before it became necessary to remove the large tubes on account of becoming defective.

The statement below will give one an idea of the remarkable service which was obtained from the 2-inch and 5 $\frac{3}{8}$ -inch tubes in the Pacific and Mikado locomotives.

Pacific—Average mileage 2-inch, 102,460, 5 $\frac{3}{8}$ -inch, 198,000; average length of time in service, 39 months.

Mikado—Average mileage 2-inch, 74,000, 5 $\frac{3}{8}$ -inch, 115,000; average length of time in service, 46 months.

The above results were obtained without welding any of the tubes in or onto the back tube sheet and I feel that a great deal of credit is due the shop organization for the skillful and efficient manner in which they have performed their several duties.

Claims

By W. H. Baugh, Chief Clerk General Yardmaster, Vicksburg, Miss.

AVAILABLE figures show that the efforts made to reduce claims have not been without results; yet there are opportunities to make even a larger reduction than ever before. The men in whose hands this has been entrusted have worked out and put into effect

plans which could hardly be improved upon; however, there is one branch of this subject which until recently seems to have had very little, if any, attention: That of providing cars for loading suitable for the particular commodity which they are to contain. This

alone covers a large field and the ideas expressed are from observation and from information had from men of experience in both the mechanical and transportation departments.

In a statement showing amounts charged to operating expenses in the month of July, 1914, to April, 1915, inclusive, there were six items amounting to \$17,410.77, which if not directly could indirectly be charged to defective equipment. The items being designated as follows:

Improper refrigeration and ventilation.

Loss account defective car.

Unlocated loss of bulk freight.

Loss account defective grain doors.

Damage account of leaky roof and sides of car.

Damage account nails, bolts, etc., in car.

There is no doubt but that proper inspection to insure the car being in fit condition before loading with perishable or other shipments requiring refrigeration or ventilation, would decrease the number of claims under this caption. Very recently, and on the beginning of this season's vegetable movement, the general yardmaster of a large terminal called a meeting of all engine foremen, helpers and others, in his department, at which time an endeavor was made to determine the best method of handling this class of business, in so far as he and his organization were concerned. It was decided that first class empty equipment must be furnished for loading and in conjunction with the Mechanical Department it was decided to place refrigerator cars on repair tracks where rigid inspection could be had.

In a great many cases it developed that ice bunkers were boarded on inside of car in such a way that when under refrigeration free air circulation could not be had. These boards were removed, which, otherwise would, no doubt, have been the cause of damage to goods moving under refrigeration or ventilation. Care was taken to clean the drip pans and drain pipes of all cinders and other accumulation, by air,

freeing them of any obstructions which would hinder perfect working order. The movement of some commodities under ventilation require drain pipes to be plugged. This is done by using excelsior, straw, etc. When cleaning cars for loading perishables this important feature should not be overlooked, as such obstructions should be removed, avoiding possibilities of the car being flooded when iced. The car should be thoroughly cleaned and aired, when necessary disinfected and deodorized and the sides, roof and doors inspected and known to be air tight.

Numerous claims result from unfit condition of refrigerator cars when loaded, a number of which are unjust and must be paid by the railroad company, due largely to not having a clear record of condition of empty equipment. A good record kept in the terminal where car is inspected and where placed for loading would facilitate the handling of claims resulting from this source and to a large extent eliminate them.

Unlocated loss of bulk freight is, no doubt, chargeable largely to the condition of cars containing such shipments. In order to keep car repair expenses to a minimum the mechanical department is giving attention to safety appliances and running gear, rather than to condition of body of cars, allowing a number to be moved empty for first class loading which are fit for rough freight only, and through oversight or carelessness these cars are placed for loading with bulk freight which is lost through openings in the floor, sides or doors, or damaged account exposure to weather. Would it not be a saving to make the condition of all cars such that claims of this nature be minimized? If not consistent to do this each car should be plainly marked showing condition and for what loading it is best suitable.

The other items mentioned may be classified as unfit cars. Claims of this nature appear to be the result of carelessness on the part of those in charge of car distribution. Knowing the condition of each car they should be classified according to fitness, and placed; the

best cars for high class freight, liable to loss or damage account of defects, and the poorer ones for rough freight only. Agents in selecting cars for merchandise loading do not always know they are in suitable condition as evidenced by the damage done account of exposed nails and bolts. Leaky roofs and other causes which are very easily detected and remedied by close inspection. Whenever it is found that cars with defects, which render them unfit for loading, are placed on warehouse tracks the yardmaster or train crews should be instructed to replace them with suitable equipment and the matter reported to the superintendent or train master for correction.

While not bearing directly upon this subject it appears not to be out of place to mention the importance of observing rules and regulations in effect relative to fastening end windows, so as not to permit entrance to the car through them. Very few agents obey these rules, whereas, if they were carried out and the windows cleated properly, the saving made would many times over, repay the expense and labor incurred.

There are three other items on the statement referred to responsible for 34.86 per cent of the total amount charged to operating expenses, for lost, damaged and delayed freight, which indicates lack of interest in observing rules and regulations in effect. Those items are: "Errors of employes in billing;" "Errors of employes in delivery," and "Loss of package;" the latter representing 27.73 per cent of the amount paid. The first two mentioned seem to be lack of system of carelessness, either of which could be corrected by proper supervision of those in charge, special care being exercised to place competent clerks in these positions and a simple system of double checking installed which would result in a noticeable reduction in the number of claims as well as satisfying patrons, making the benefit derived unlimited. No doubt the shippers are, to a certain extent, responsible for the large loss of packages due

to improper and illegible markings. The following suggestions offered by Mr. H. H. Jenkins, freight, coal and traffic manager of the Philadelphia and Reading Railroad, in an address before the Rotary Club of Reading, set forth in the January issue of the Railway Journal will be of interest:

"First—Select a container of adequate strength (free from any old marks) which will protect its contents from damage by up to date transportation.

"Second—Secure from those in authority a book giving a list and description of all articles ordinarily transported by freight officially known in this section of the country, as the official classification; study its contents, particularly those items in which you are directly interested, and when you ship, pack and describe your articles just as the book tells you. This will give you the benefit of the knowledge of the best known practical railroad and industrial men in the country, who have labored incessantly for years to compile it.

"Third—Mark your shipments carefully and plainly with full address, i. e., name, place, county, and state in printed type, and be just as sure to show your own name and address as the shippers. A repetition of the marks on the reverse side of the shipment is a double precaution.

"Fourth—Consult your local representative how to route your shipments and be careful to place this routing on your shipments just as legible as you would the address.

"Fifth—Next make up your shipping instructions to the carrier so that they agree identically with the marking on the shipment and have your bill of lading properly signed and in your possession the same date shipment is made."

Educational campaigns begun and followed up along these lines would bring surprising returns. This campaign not to be restricted to employes but extended to the public in such a way that the patrons will realize the railroads are interested in the public's welfare as much so as their own.

"I Should Worry"

By Helen Lee Brooks

I SHOULD worry," is employed by the _____ Railroad Company. The name does not stand for an individual, but a class; does not represent a trade or profession, but a type. Unfortunately the class is a large one and has one or more representatives in every department.

Often one meets "I should worry" in the guise of a car repairer mending the roof of a box car soon to be loaded with grain. Another nail—two perhaps—are needed to complete the job, but the whistle will blow in a minute, and "I should worry." It won't rain any way and if it does—I should worry. And it does rain—The company pays the claim—"I should worry."

When next we meet him he is working on the interior of a car. It would be more workman-like to remove that protruding nail that some other careless workman has left in the side of the car, but "I should worry—I didn't drive the nail; it's not my business to pull it out." In a day or so the car is loaded with sacks of flour—Oh, yes, the shipment is damaged; some of the sacks are torn by the offending nail. Again the company settles the claim. What's the loss and damage bureau for, anyway? "I should worry."

"I should worry" is masquerading as a machinist when we run across him again. By some mistake or oversight, or sheer carelessness, the tire he is setting is the merest shade too large, but who will notice it? Anyway, "I should worry." An engine fails; the report reads, "Caused by tire slipping." An important train is delayed

several hours, the crew earns overtime, claims are filed for delay to shipments—"I should worry"—the company pays.

He is back on his old job of carpenter the next time we see "I should worry," but he has been transferred to the road department. As care free as of old, and whistling a merry air, he tosses a discarded board on the ground, where it lies unnoticed, a rusty nail pointing upward. A hurrying, careless passerby steps on the board and the nail penetrates his foot. He too belongs to the "I should worry" family—no need to bother with a doctor. The wound, neglected, becomes infected—lockjaw develops and an agonizing death results—"I should worry."

Not infrequently "I should worry" may be found in an office and, whisper it softly, he has been known to climb to an Official (with a capital O) position. More often he is an agent or telegraph operator, a stenographer or clerk. Is the work being done efficiently and economically, or is there waste that might be eliminated; methods that might be improved; routine tasks that might be energized with an infusion of gray matter; a tactful, courteous word spoken that might smooth a ruffled patron; a saving effected here; a curtailment of useless expense there? "I should worry."

Dull business means reduction in force. It's hard on the fellows who are laid off, and there is an army of them—but "I should worry"—dull business means also light work, and pay checks come regularly—"I should worry."

Loyalty and Disloyalty

Mr. Editor:

There is an idea prevalent among some of the employes who are not considerate in their expressions in regard to the management not having the proper appreciation for a loyal service. All such expressions are erroneous as a whole and without any provocation whatsoever, so far as I have been able to observe, and I would be exceedingly glad if all such expressions on the part of all such disloyal employes would be eliminated, for all such language is not a good indication that they are loyal, not only to the company, but to themselves, and thereby creates a host of like followers. I can heartily say that I have never heard any employe whom I thought was strictly loyal utter any such out-of-place language; in other words, it indicates that they are striving to obtain some false cause for not rendering a loyal service.

Please allow me to call the reader's attention to what I have personally experienced along these lines. I was promoted to the position of engineer on the Memphis and Charleston—now part of the Southern Railway. I only remained in the freight service about ten months—then placed in passenger service with engine 29, named the "Governor Patron." This engine was known as the "Jonah of the Road" for not steaming and time-losing. There were three other engines on the same runs and of the same class—all double-dome Rogers; 15x24 cylinders; wheel centers seventy-two inches. The other three engines made the time the hardest with a seven-car train. But the 29 was invariably late. Major M. J. Wicks, the president, instructed Capt. W. J. Ross, the general superintendent, to try every engineer on the road in rotation until he got an engineer that could make the time with this engine, and if he succeeded, to keep him on this en-

gine regardless of any other engineer. I was the seventh man and the only change that I made in this engine to make steam was in the draft pipe. I had to solve this problem myself, as the master mechanic and all others who had anything to do with this engine in steam-making had lost all faith, and said the engine could not be made to steam. After my first trip on the 29, Mr. Sellers, master mechanic, said to me, "Billy, how do you like the 29." My reply was, "I would not have a better engine if he would let me have the boilermaker, Mr. Thomas Liddin, about one hour. He said, "What do you want to do." "I want him to raise the draft pipe two inches above the exhaust pipes." He said, "What good will that do." I said, "It would burn the wood from the door and leave it at the flues to hold the heat." He said, "You can have him as long as you want him, as we want to give you a fair trial as we have the other engineers. Within a few minutes Mr. Liddin was in the steam arena somewhat out of humor. "What do you want done?" I remarked, "Mr. Sellers told you what was my wants, did he not?" "Yes!" "All right, fix it, and I will be responsible for the 29." After this light change, the 29 was no longer the "Jonah of the road," but the "hero of the service." For my interest in this engine, the management always greeted me with kind expressions and good wishes, and in a few months the 29 was shopped for light repairs and was the most beautifully painted engine I ever saw or expect to see again. In a few years the E.T.V. & Ga. System was the lessee of this road. Mr. Wilson, the noted Federal general of cavalry, president; Mr. Charles McGee, vice-president; Capt. Joseph Jaques, general manager. On their special trips over this road the 29 and I had the pleasure of handling their three cars and another

coach from Stevenson, Ala., to Memphis, Tenn., two hundred and sixty-five miles, with stops at all important places, in ten hours, and on the arrival at Memphis, these gentlemen would always come to the engine and thank me for the good run, and Capt. Jaques would always say, "Billy, when you want a better position come to Knoxville." I and the 29 were called again, with Conductor Charley Reagin, formerly of the Y. & M. V. R. R., to handle a special immigrant train, consisting of five coaches from Woodville, Ala., to Corinth, Miss., a distance of one hundred and fifty miles, in five hours, with one tank of wood.

Now, boys, I believe that the kind of greeting that I received from the high officials for my fidelity and the good letters of thanks that Mr. Reagin and I received from the officials for this loyal service would change any disloyal employe, if there was one spark of loyalty in him. But if he had passed over the dead line of disloyalty, there cannot be much hope or a possibility for a reformation, because this power is one of the very worst of servitude.

Now, boys, I come with great pleasure to our great system to relate how the management has appreciated my loyalty. I was called to handle Messrs. Fish, Harahan and Wallace special, of three cars, from Aberdeen to Canton, Miss. At Durant, Mr. Thomas Binford, my second conductor, said to me, "Mr. Wallace says, 'Please place them in Canton as soon as possible.'" The run was made in thirty-seven minutes—engine 2123. At Canton, Mr. Binford said to me, "Mr. Wallace says, 'Please

tell you that he did not have time to thank you in person for the best run he ever saw made.'"

I was also called to handle ex-President Taft's special, of four coaches, from Durant to Westpoint, engine 2119. After Mr. Taft's car was placed with the Southern, General Superintendent McCourt came to the engine and said to me, "Mr. Thomas, I want to shake hands with you and thank you for the smoothest run I ever made." "There was no variation," said he, "except where it should have been, and I am sorry that I have not met with you before, as you are reliable to the letter and I want you to know that your service is highly appreciated."

I said, "Mr. McCourt, such has been my purpose from the time I entered the service and shall be until my last run is made."

A few months ago I had the pleasure of handling Mr. Porterfield's car on train No. 234 to Aberdeen. He also gave expression of his appreciation for the good ride.

Now, boys, let us, while we are far better off than thousands of others, and possibly better than we will ever hope to do in the future, examine ourselves and place ourselves in any of the officials' positions and realize that their work is never done, and I feel assured that all such expressions will be eliminated and a better conception will be inaugurated throughout the entire system.

Sincerely,

(Signed) Wm. F. Thomas.
Durant, Miss., March 19, 1915.

There Is No Car Shortage

As Told by Illinois Central Car Number 143,000

By F. B. Wilkinson, Agent, Jackson, Tenn.

I HAVE been hearing a great deal about a lawyer named Brandeis and have read with interest a number of his articles in which he has been telling the railroads how to manage their affairs.

He says if they would operate economically a la Brandeis that no rate increases would be necessary and that the public would be relieved from an unjust burden of expense which the railroads, to

his mind, are endeavoring to saddle upon the people as a cover for a multitude of sins of gross mismanagement and reckless expenditures.

Now I have never had experience on any of the eastern railroads, but I imagine that they have about the same conditions to meet as do the lines near Greenvillage and having seen what the latter have to contend with I am convinced that if Mr. Brandeis could put himself in the place of a car and see at first hand the actual conditions which handicap the officials and employes of the rail lines and which make it impossible to economically operate because the public do not carry their part of the burden and expense of providing adequate facilities and force for the handling of their freight, that he would agree with me that the railroad people are, to say the least, not wholly to blame.

You will remember that winter before last I told you about some of my experiences which occurred while I was engaged in hauling cotton seed and other products to and from Greenvillage and that the delays which I witnessed were very serious ones and proved very costly both to the public and to my owner, the railroad company. Notwithstanding the fact that the railroad employes were working night and day in an endeavor to handle more business than the wholesalers, mills and industries had facilities to care for, the aggravating delays which I told you about took place in face of the fact that the railroad was using three switch engines and had gone to the additional expense of employing a general yardmaster to superintend the work.

The railroad yard was badly congested; there were constant complaints about the poor service and there were long car delays which held the equipment and made it impossible for them to furnish cars to move the crops promptly. Some of the industries had cars on hand in the yard awaiting unloading for 30 days before they were released.

It seemed to me then that something was wrong, but I didn't know just what

it was. This reminds me of an investigation which was made by the "Kangaroo Court" held in the superintendent's office at Greenvillage some time ago, in which a negro brakeman was being questioned about an accident which had occurred to his partner. The superintendent questioned him at length about what had happened to Henry, but his replies were so unsatisfactory that finally he said, "Sam, you go ahead and tell us in your own way just how this thing happened," and the negro proceeded as follows:

"Well, suh, Boss, it happened jes' lak dis. Me en Henery wuz standin' ovah in frunt uv de deppo waitin' fer de Peevine en jes as us heerd her blow I steps ovah to de sto' ter git me er piece er terbacker en whin I gits bac' de Vine dun gone en I cain't see nuthin uv dat nigger, soze I lights out down de trac' en I didn't git fur fo' I seed er leg, den I kep on en I seed er arm, den I cum to her head. Twuz Henery's head."

Sam paused and the superintendent prompted, "Well, Sam?"

"I stopt right dar, Boss, en scratched mer head en looked at dat head, en I sez ter mer-se'f, I sez, 'well, suh, sumfin sho' muster happen ter Henery!'"

When I was in Greenvillage last season I thought about as Mr. Brandeis does for it seemed to me then that there was a lack of system and a great deal of lost motion in the railroad, for as I said before, they were working three big switch engines and in addition had gone to the unusual expense of employing a general yardmaster to supervise them. I sized him up and decided that he was working hard with his feet for he was busy from morning until late at night, but overlooking his brains, if he had any, for the results he was obtaining with his costly yard organization were nil for it seemed that the harder he tried to undo the tangle the greater the congestion became.

Like a soldier fighting for his life against overwhelming odds for four months the nerve racking battle continued and then the pressure gradually began to diminish as the volume of business grew smaller and smaller until

finally he again found himself master of the situation; a veteran, badly disfigured with scars of battle, which to friend and foe alike were scars of dishonor, for like myself, they were too busy with their own affairs to look beneath the surface, or too far removed from the scene of hostilities to do so and they censured him for losing ground.

In a hopeless endeavor to win the fight against the swelling tide of heavy business, which rolled down upon him ceaselessly with ever increasing volume he would each night, during the momentary lull in the fighting, call his staff around him and hold a council of war. Courageous, alert, resourceful and energetic, they would plan, then fight. Overwhelmed at last by the constant, never ending flood of cars which poured in upon him and beset upon every side by complaints because of delays, he held on grimly never knowing or acknowledging defeat, but all of the time he and his captains felt in a vague sort of way that all was not just right and like Sir John French on the firing line in France last winter, they wondered if it were not possible for the government to more rapidly send them reinforcements.

Though they did not at the time realize it their defeat was not due to lack of men nor materials, but to that immutable law by which the passage of water through a funnel is governed. Water being a solid this law has fixed the time required for a given quantity of water to pass through a funnel of a certain dimension and this law which also governs the passage of business through the facilities provided for their handling, intervened to prevent the general from winning the fight because the funnel provided by his ally, the public, was too small to admit daily of the passage of the great volume of business which was besieging him and he was overwhelmed by the surplus and went down in temporary defeat.

That this is true we believe is proven by the changed conditions discovered when I again visited Greenvillage during the heaviest period of this season's

business. Having in mind the things to my surprise that only one switch engine was at work, that no general yardmaster had been necessary and that no delays nor complaints had occurred. Thinking perhaps that there had been a two-thirds decrease in business and therefore a like decrease in the amount of switch engines I made further inquiry and was authoritatively informed that the decrease in cars handled this season as compared with last was only 24 per cent, while the decrease in cost of yard operation was 52.5 per cent. That the railroad was not the only one who saved money is evidenced by a decrease in demurrage paid by the public of 95 per cent.

What this means in increase of car efficiency I leave to you to ascertain. Not having been educated in higher mathematics I am unable to calculate it.

Please remember that this story is not one of fiction, but is a picture of actual conditions, and the figures given are taken from the records of the station of Greenvillage.

Now how could any organization make such an astonishing reduction in operating cost as compared with the volume of business handled as did the organization at Greenvillage during the past season of heavy business?

Was it due to new blood and more intelligent and efficient supervision?

As I was wondering about it the lone switch engine which was performing the miracle came puffing along and to my utter astonishment I saw that the man who had been general yardmaster was now in charge as foreman, with one of the same crews which had fought such a losing fight under his supervision the year before.

At first I could not imagine what had happened to bring about such wonderful changes, and while thinking it over there came to my mind again the story of the Kangaroo Court.

Surely something had happened to Henry!

Now what had really happened? Simply this. The flood of business flow-

ing through Greenvillage had been diminished 24 per cent, and this shrinkage so reduced its volume that the funnel, which is the facilities and force provided by the public for the daily movement of their business, had this season been sufficiently large to admit of its uninterrupted flow each twenty-four hours, and the 24 per cent surplus did not accumulate as it did during the previous season and congest the facilities provided by the railroad.

Storage tracks at Greenvillage under circumstances such as obtained year before last would not tend to hasten the passage of the business through the funnel nor would they in any way relieve the congestion and prevent car delay, for when in the midst of a congestion and car famine, it is just as aggravating to have cars standing on storage tracks at the terminal station as it is to have them held on some intermediate side track where they can be brought in when wanted. The delay in either case is just as costly and is one of the chief causes of the so-called car famines.

Have you ever stopped to consider the low estimate placed upon the value of a car by the public as compared to the value placed by them upon one of their own vehicles?

Think about this. What do you imagine would occur if a farmer's wagon and team, valued at less than \$400 went to a mill and was compelled to wait five hours to be unloaded on account of lack of facilities at the mill?

Let's draw the curtain. 'Tis sinful to swear!

Now what happens when a car which actually cost \$1,050 is held for forty-eight hours by an industry on account which I saw during my former visit, I immediately made inquiries and found

of lack of facilities and force at their plant?

Nothing, except some other business man has to wait for a car to load and he censures the railroad company for loss of his time and money.

We believe that all will concede that it is an established fact that in each section of our country there is a certain period during which the business suddenly each year swells to its flood tide and remains there for six or eight months, then as quickly recedes. Just as the levees must be sufficient to safely pass the waters of the river when at its maximum flood stage so must the funnel provided by the public be of sufficient dimension to pass, without overflowing, the business which the railroads pour down upon them each year during the period of stress, and if the funnel fails, then comes the congestion, delay and scarcity of cars which so aggravate us.

The river, governed by Nature's law must receive the waters poured into it by its tributaries, and the railroads, governed by the People's law, must receive the traffic offered by the public.

If the river cannot empty its waters with sufficient rapidity to afford it relief, disaster follows, and if a railroad cannot with reasonable promptness free itself of its tonnage at destination, congestion and car famine are inevitable.

We are all beginning to realize that the interests of the public and that of the railroads are identical and with this in mind the two should combine their forces, each providing his share of men and accoutrements, and unite to overcome their foeman, Heavy Business, who digs deep into their coffers each year.

When this is done the enemy will be routed and THERE WILL BE NO CAR SHORTAGE.

Excess Baggage

By J. McMillen, Train Baggageman

We are all working for the Company and the Company is paying us. Now let us all work together and try

to increase the revenue accruing to the Company from excess baggage. We can do it, and why not? Just follow

the instructions from the Baggage and Mail Traffic Department.

The Company is not getting enough revenue for the amount of excess weight handled, and it is up to us, as Baggage Agents and Train Baggage-men, to increase this revenue. Agents, be more careful what you check, and if you have a new man, as is often the case, instruct him thoroughly.

Do not check baggage that you think is over the free limit without weighing it. Do not check boxes with nails sticking out or boards projecting, as we sometimes have to pile baggage on top of these boxes and very often the nail or the projecting board will rub a hole in someone's suit case and then there is a claim against the Company. Do not check baggage loaded with

groceries and then we will not have to wade through molasses, applebutter, beans, rice and other junk that spills out of the boxes in the baggage car. Do not check John Smith's trunk because he married your wife's cousin, when you know it weighs more than the free limit, without attaching an excess baggage check. Do not check baggage that is in bad order without taking a release and notifying the owner that it is checked at his own risk. Do not check a pack for a peddler when you know that he is a peddler and is checking it to some point for sale. Do by the Company as you would like to be done by and I am sure the revenue from excess baggage will increase.

The Country Agent

His Attitude Toward the R. R. Co., Toward His Co-Workers and Toward the Public

By Willie Carrico, Stithon, Ky.

WHILE each department of the railroad can be divided and subdivided to afford both theory and practice, this article is intended to convey, what should be, the agent's attitude toward the railroad company, his attitude toward his co-workers and his attitude toward the public.

Are agents always mindful of the obligations they owe to the company who employs them?

To depict the great mass of people whose sustenance is provided for by the railroad company is evidence of what a very large per cent of the great human family is being supported through the avenues of the railroads. A source that is represented financially in various homes, from the most humble to the most prosperous. A reality that should create a desire within the heart of every employe to reciprocate abundantly.

In numerous country towns the station agent is the sole representative of the railroad company and to

the company who has entrusted its business to his keeping he owes his very best service. Through the channels of freight, passenger and baggage, opportunities for soliciting business, frequently present themselves, and "To Have and to Hold" those opportunities should be the agent's motto, thereby increasing the earnings of the company.

The claim subject, which affords a topic within itself and which at present is creating such agitation, is largely in the hands of agents to control, hence the necessity for careful study and discreet action that claims may be discouraged and the company's interest protected.

Realizing the railroad companies of today are experiencing a very critical period certainly emphasizes the importance of the agent, and all other employes, familiarizing themselves with existing conditions and exerting the most diligent efforts to eliminate the unnecessary expense and to ap-

ply every legitimate method to promote the interest of the company they are endeavoring to serve. With the privilege of participating in the advancement of the company we represent, our attitude to that company ought to be one of appreciation, co-operation and loyalty.

A friendly attitude between fellow employes combined with the spirit of co-operation exemplifies "Unity is Strength," and demonstrates pleasant and profitable results that can only be successfully accomplished through a co-operative channel. Efficient, active co-workers harmonizing their ideas and utilizing their faculties to promote the interest of the company they represent produces a mutual benefit to all and enables each to become more thoroughly convinced of the necessity of a sympathetic attitude towards each other.

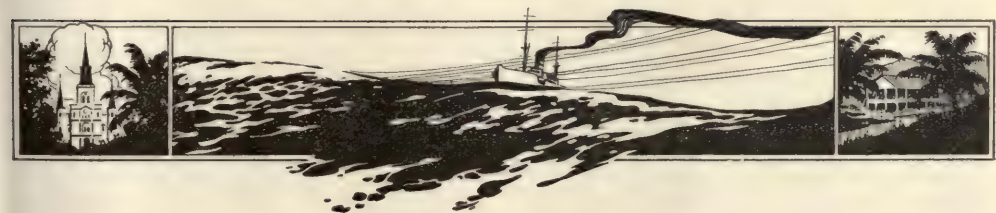
Last the agent's attitude toward the public. The duties of the country agent naturally place him in personal touch with the public.

Unfortunately a number of people harbor an unfair prejudice toward the railroad company, seemingly having forgotten the vast resources open to them through this channel. This sad reality is not mentioned to censure, but such conditions should be instrumental in stimulating within the heart of every employe the necessity of

campaign work to eliminate this unwarranted feeling. Then to accomplish our aim depends largely upon our attitude. Through the service of courteous, efficient and reliable employes we can demonstrate to the public our willingness to co-operate. To participate in civic affairs we learn the desires of the people we serve and have an opportunity to exhibit a mutual interest and share alike a profitable and pleasant business.

When we, as representatives of a railroad company, display an attitude toward the public that will manifest such concern in the welfare of the company's patrons that they can conceive the company's rules are not offensive, we will have achieved advancement that will convert a feeling, once unappreciative, into a feeling of good will and genuine friendship.

This article is not written in a dictatorial mood, but just as a gentle reminder, "Lest we forget" our loyalty to our company, our duty to our co-workers and our obligations to the public. While every desire cannot be achieved at once, with combined forces striving for a goal, ambitions become realities that develop the individual and mark the company they serve pre-eminent. That we may effect an improvement let us "Act, act in the living present."



Division News



Minnesota Division

Division Passenger Agent Gray and Commercial Agent Kunz moved into their new office, situated in the old railway postoffice room in the passenger station at Dubuque, on August first. They have very attractive quarters and are justly proud of them.

Thomas Callaghan, Chief Clerk of the Dubuque Freight Office, and August Becker, Clerk to the general foreman at Dubuque, are proud fathers. Tom's chest swelled up so he had to get a larger shirt and August can't get his old hats on.

The Minnesota Division conceived the idea of a coal committee composed of the men actually using or directly interested in the efficiency of fuel. Train Master Brown, Traveling Engineer Ickes, Engineer Sweeney and Fireman O'Neil, have been meeting regularly and are doing some very interest-

ing and commendable work along these lines.

Engineers Scroggy, Calkins, Hackett, Edwards and Wight on the passenger runs between Waterloo and Albert Lea, have earned the appreciation of the management by making the round trip of two hundred and thirty-two miles on one tank of coal, thereby doing away with the necessity of taking coal at Albert Lea and reducing the consumption of fuel on this run.

We have it in for the St. Louis Division, they have stolen our Special Agent, Mr. M. B. Burke, who, through his unassuming way, has won a place in the hearts of all who know him and we wish him all kinds of success in his new territory. His successor, Mr. Hutton, comes to us from the Wabash.

In the Conductor's Repair Car League, H. A. Clancy and his brakemen, Lambert, Gober and Hoeksma, batted the



I. C. SAFETY FIRST BASEBALL CLUB WHO BEAT DANFORTH "WHITE SOX" 3 TO 1,
JUNE 20, 1915.

highest in June with 232 cards. Conductor T. E. Kelly and his brakemen, Pederson and Rust, gave them a merry chase with 217 cards. Kelly's crew have the highest number of cards of any on the system, in fact the Minnesota Division turns in more than all the rest of the divisions put together.

Among the engineers on this division there is a very interesting race on. Every one of them is trying to keep a clean slate on the stock killed reports. When cattle are observed near the right of way, they are slowing down and are stopping when absolutely necessary. Engineer Banton on Train No. 62 of July 16th came around a curve east of Delaware just in time to see a steer coming onto the track. When observed it was only twenty-five car lengths ahead and Banton did his best to stop in time to avoid hitting the "critter." He was most upon it when it started down the track ahead of the train and Banton declares he believes it intended to go to Earlville to take siding but was shooed off at a cross road. That was all that saved him from a dot on the graphical report. Engineer Burhyte on Train No. 414 one day in July made up his mind that a herd of Iowa cattle has a flock of Missouri mules beat for being contrary. On this day in question he noticed a herd grazing near the right of way and slowed down. Although they were headed away from the track, as he approached they turned around and swarmed across ahead of his train and the only thing that saved him from hitting them was that he had slowed down on observing them.

This company is to construct two overhead road crossings and one under-grade crossing at Center Grove, Julien and Epworth, respectively, in connection with the improvement of the new auto road, the Hawkeye Highway, being made by Government and State engineers.

Louis Weiler, File Clerk in the Superintendent's office, wants to be the strong man in Barnum & Bailey's circus and has gone in training on his uncle's farm, wrestling the heavy work about the

place and driving the geese to water. His nose looks as though he had hit the high places though the sun may have had something to do with it.

Mr. J. H. Ward, formerly Division Accountant at Dubuque, has been on the old beat for some time with the Government Valuation Engineers and it seems good to have him around again.

Assistant Engineer Coates was called to his home in Western Tennessee on the eighteenth of July on account of the death of his father, and on the same day his rodman was summoned to Morristown, Tenn., on account of the serious illness of his sister, who has since died.

Pete Richardson of Memphis is track apprentice this season and Mr. P. R. Henderson comes to us from the Vicksburg Division as Masonry Inspector.

Engineer White is a big, powerful man, but his knees shook and his hair stood on end one night not long back as he approached the Rock Island crossing at Independence. In the glare of his headlight he spotted the form of a man peacefully slumbering at the crossing, his head pillowed on one of the rails of the main line and as he stopped his train about ten feet from the sleeping form, it arose and stretched itself, then ambled away into the darkness.

Vicksburg Division

Mr. F. B. Wilkinson, who has occupied the position of freight agent at Greenville for the past three years, has just been given a well deserved promotion, having recently been appointed freight agent for the Illinois Central at Jackson, Tenn.

We of course regret very much to lose Mr. Wilkinson from the Y. & M. V. ranks, but owing to the fact that Jackson is the home of both Mr. Wilkinson's parents and his wife's parents, he will be much better pleased with his new position, as he can now get fat on the regular meals "like mother used to make them."

We are glad to note that Superintendent Dubbs has brought his wife and children to Greenville to spend the summer. We know that they will enjoy their stay in Greenville.

Dispatcher Claude Campbell has just returned from a two weeks' visit to friends and relatives in Bardwell, Ky., and Chicago, Ill.

Extra Dispatcher Mr. B. M. Childress is at present working in the dispatcher's office at Greenville during the extra work while the regular dispatchers are taking their annual vacations.

Effective July 1, Mr. L. W. Olin was promoted to fill the position of tonnage and mileage clerk in superintendent's office, which position was authorized effective that date. Mrs. D. H. Smith, who has been working as student in chief dispatcher's office for the past several months, was promoted to fill the vacancy in supervisor's office by Mr. Olin's promotion.

Mr. S. J. Phillips, the efficient and popular clerk to Train Master Mays tendered his resignation, or rather requested permission to accept position in the superintendent's office at Memphis, as assistant accountant.

Mr. R. A. Hallette, appointed clerk to train master, effective July 4.

On account of barbecue, baseball game and political speaking at Rose-dale, special trains were operated from Cleveland and Greenville and large crowds handled on both trains.

Baggage Master Howard Shields of the passenger department at Greenville has been away for a few days, spending the time with friends and relatives in Baton Rouge.

Engineer W. P. Stewart, who was recently reinstated made his first trip in through freight service on June 22.

Conductor O. C. Kelly has taken the position of flagman on train 38 and 45, relieving Junior Flagman McEvine.

We are glad to see Conductor E. C. Clay back on 92 and 93 after being off for a few days account of illness.

Conductor A. C. Henry is pleasing the public with his usual smiles on trains 111 and 114 after an absence of about thirty days.

Third Track Dispatcher R. H. Mays, after some delay and figuring, decided that he could afford a Ford and accordingly made a purchase, but there

is something else to be told and of a great deal more importance about this same gentleman. Shortly after the purchase of the Ford, he became the proud father of a son.

After going through about thirty-five years of single bliss, Engineer Fredie L. Clark, decided to try out the old fable of "two can live as cheap as one" and in a very few days, wedding bells will be ringing in a certain Mississippi town, at which time Fredie will take onto himself a better half.

We are sorry our Superintendent's Chief Clerk does not seem to have the power to have and to hold, as Mrs. Simmons has left him for a short visit to relative in Brownsville, Tenn.

Mrs. S. F. Witherspoon and Mrs. W. W. Ellis, wives of popular Conductors on this division left a few days ago for a trip to San Francisco, and several other places of interest in the west.

Agent E. C. Davis of Helena, Ark., has been appointed agent at Greenville to relieve Mr. Wilkinson, transferred.

On July 15th the Third Quarterly Vicksburg Division Safety and Staff meetings were held at Greenville, with a large attendance and good live meeting reported by all who attended.

Mrs. G. W. Robertson, agent at Avon, Miss., has been enjoying her annual vacation.

Mr. L. M. Seago, agent at Longwood, Miss., is at present away on his vacation.

Supervisors Harrington, Bishop and Mayner are very busy men at this writing, as they have made up their minds to eliminate the live stock on the way-lands on this division if they have to work night and day to accomplish this. From all indications their efforts are meeting with fine results.

WHEN Mr. F. B. Wilkinson, for a number of years agent at Greenville, Miss., was promoted to the agency at Jackson, Tenn., the following very complimentary resolutions were adopted by the Greenville Chamber of Commerce:

"Whereas, We have learned with deep

regret that our mutual friend and co-worker, Mr. F. B. Wilkinson, is leaving Greenville, to be located elsewhere, but this regret is mingled with pleasure, in as much as his moving is in the nature of a promotion,—a merited recognition of his loyalty and sterling qualities as a business man:

Be It Resolved, That we are deeply appreciative of his untiring work and loyal support during the time he has been with us, and that our sincerest good wishes go with him in his new location."

Be It Further Resolved, That this resolution be spread upon the records of the Greenville Chamber of Commerce, and a copy mailed to Mr. Wilkinson, direct.

I certify that the above resolution was this day unanimously adopted at a special meeting of the Board of Directors of the Greenville Chamber of Commerce.

R. L. PRITCHARD,
Secretary.

Greenville, Miss., July 9, 1915.

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Illinois Division

Death of Albert Hilmer

ALBERT HILMER, 15828 Lathrop Avenue, died very suddenly last Sunday while with his family for an auto ride.

During the ride Mr. Hilmer had complained of not feeling well and they had concluded to return home on that account. Death from heart failure came within a few minutes.

Funeral services were held from the house Tuesday and were in charge of the Odd Fellows. Interment was at Hazelwood.

Deceased was born May 25, 1883, and was therefore aged 32 years, 2 months.

Besides his wife, he leaves to mourn

his father, mother and four brothers in Riverdale.

Mr. Hilmer was held in high esteem by all who knew him. He was of a bright and cheerful disposition and will be greatly missed by a large circle of friends.

Chicago Local Freight Office

On June 27th, Mr. O. H. Clark, Chief Clerk of the Out Freight Department, gave an outing to his entire department at his home, Homewood, Ill., which including various games: Baseball, racing, horse shoe contest, and sack race, after which a table was laid for fifty-four, and an elaborate luncheon was served by Mrs. Clark, that occupied one hour. The races consisted of:

First Race—100-yard race for rate clerks. Won by Abe Silverman.

Second Race—100-yard race for way-bill clerks. Won by Harry Fleming.

Third Race—25-yard sack race. Won by Earl Balinger.

Fourth Race—100-yard foot race for ladies. Won by Laura Sorenson.

Horse Shoe Contest. Won by D. D. Lee and Otto Remmert.

The grand prize was given in guessing contest of a jar of beans. Won by Chas. Schouten.

Among the feature events was a ball game made up of way-bill clerks vs. rate clerks. This was exceptionally well played, score 1 to 0 in favor of the bill clerks. This uncovered a clever pitcher in Thomas Gordon O'Connor for the bill clerks, pitching the entire game and only allowing but three hits and winning his own game by a home run, and the able umpiring of Mr. Soper.

Other players deserving of mention were Phil Roth, Ed Witt, Abe Silverman, Grover Cleveland Wray, Orville Pickens and Joe White.

The Committee had badges for all with inscription as follows:

O H C

Outing Homewood Clerks

Out-Freight Happy Clerks.

June 27, 1915

In concluding this article, the commit-

tee wishes to say in behalf of the entire department, they think Mr. and Mrs. O. H. Clark are a most charming host and hostess.

Committee of Arrangement,
W. S. REEVES,
V. G. SOPER.

Springfield Division

Mrs. A. B. Comer, wife of fireman, and two daughters will visit in Auburn, Ky.

Mr. A. Woodward, fireman, and wife;

Mr. Hubert Bush, tinner apprentice, will visit in Winchester, Ky.

Mrs. C. Henson, wife of Assistant roundhouse foreman, will visit in Des Moines, N. M. Mr. Henson will accompany her to Kansas City, Mo.

Mr. Frank Shirley, car inspector, wife and daughter Della, will visit in Scottsburg, Ind.

Mr. Ran Nicholson, carpenter, and son, Forrest, will visit in Springfield, Ky.



OUT FREIGHT DEPT. CHICAGO LOCAL FREIGHT OFFICE.

also Mr. W. Woodward, fire kindler, and wife, were called to Evansville, Ind., due to the serious illness of their brother.

Mr. E. H. Hayes, car repairer, and wife will visit relatives in Auburn, Ky.

Mr. T. A. Grason, engineer, wife and daughter, Florence, will visit in Omaha, Nebraska. They intend to remain there till some time the latter part of August.

Mr. Charles Kaiser, machinist, at Clinton shops, is in the hospital at Chicago.

Mr. Amos Harrold, car inspector, and wife will visit in Valentine, Nebraska.

Mr. Samuel Snowberg, machinist handyman, will visit relatives in New York City.

Mr. T. B. Scott, engineer, and wife will visit in Stroh, Indiana.

Mr. B. E. Spink, car inspector, wife and two daughters, will visit in Sioux City, Iowa.

Mrs. L. J. Sieveking, son and daughter, wife and children of L. J. Sieveking, engineer, will visit in Mason, Ill.

Mr. E. Thompson, fireman, will visit in Wichita, Kans.

Mr. G. W. Bayles, engineer, will visit in Lewistown, Mont.

Mr. Roy Jackson, stationary fireman at Clinton shops, will visit in Pine Bluff, Ark.

Mr. F. C. Wright, engineer, and wife will visit in Lemmon, S. D.

Mr. Steve Turk, machinist at Clinton shops, has returned to work after visiting in Billings, Mont.

Mr. John Romine, flue borer, at Clinton shops, will visit in Bloomfield, Ky.

Mr. August Yirovec, machinist at Clinton shops, will visit in Pine Bluff, Ark.

Mr. Wm. Hewitt, caller, will visit in Cheyenne, Wyo.

Switchmen R. W. Clemons and Elmer Clemons, together with their families, have gone to Chadwick, Mo., for a several weeks' visit with their parents.

Passenger Flagman R. M. Heaton has been granted a 10-day lay-off and has gone to Lake Geneva, Wis., with a party of friends on a fishing trip. Mrs. Heaton and son Forrest accompanied him.

Brakeman F. F. McMahon is visiting with friends and relatives in Fon du Lac, Wis., and other points in that state.

Switchman Louis L. Lynn has returned to the service after a thirty-day lay off. He spent most of the time in Gretna, Neb.

W. V. Bates, O. Wall, G. B. Mays and Rea Lawrence, who have been in the service as brakemen on the Havana District for the past three or four years, were promoted to position of conductors at Clinton, Sunday, June 27th.

Brakeman H. E. Hilbrant of the Havana District, was granted a ten-day leave of absence, and left the first of July for Havana, Ill., with a party of friends, where they will spend the time fishing.

Mrs. W. C. McConnell, wife of Conductor McConnell, is visiting with relatives in Kansas City, Mo., for a week or 10 days.

Chief Dispatchers Office

Station Agent C. E. Baugh resumed duty at Toronto June 28th after 20 days' vacation.

Mr. E. R. Deland is back on the job at White Heath.

Lee Vallow has been placed as agent at Assumption while Frank Allison is motoring to the World's Fair.

Miss Julia E. Radford, agent at Radford, took 30 days' vacation July 1st, and will be relieved by Ray Beckett.

R. F. Deveney, joint agent, Pawnee Junction with C. & I. M., expects to take 30 days off, commencing July 1st.—L. F. Giffin will check in there.

A. P. Yoder, at Litchfield, has lined up for a couple weeks' vacation, and will be relieved by Operator C. O. Gray, and the latter by J. L. Moore.

Road Department

Mr. Jeff Smith, Section Foreman at Assumption, is on a vacation in Florida. He will be gone from ten to twelve days and will visit several places of interest while down there. Mr. Smith has been Section Foreman at Assumption for a considerable time and this is the first time he has laid off for any length of time. He will undoubtedly enjoy himself during his stay.

The Bridge and Building Department will have plenty of work to do in the near future to keep them busy. They have received authority for several large jobs that must be completed in the next several months.

Another large piece of work to be done by the Bridge and Building Department will be the installation of an eighty-five foot turntable at the round



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house in Clinton. This turntable will be driven by an electric tractor and will compare favorably with any of the up-to-date turntables used to turn the large engines of today. The installation of this large table will require considerable preparation in the way of masonry before it can be put in place.

Authority has also been given to replace several bridges now consisting of wooden piling, with concrete pile and slabs. This work will be the first of its kind to be done on this Division.

Owing to the high waters in the last few years and the damage that was barely escaped by the present structure across the Kaskaskia River, it has been decided that the grade approaching the present bridge will be raised for a half mile each way and a plate girder put in. When this work is completed there will be ample opening for the water even in the time of a flood and there should never be any more danger from a jam of drift wood above the bridge. This raise of grade will require in the neighborhood of twenty thousand yards of additional embankment to be done by contract. The dirt will be gotten from a borrow pit only a short distance from the bridge.

Memphis Division

Mr. Boatner Transferred

On the first of July Mr. V. V. Boatner, who for some time has been Trainmaster at Memphis, was transferred to Mattoon, Ill. At a meeting of the employees held on July 21st complimentary resolutions to Mr. Boatner were passed. It is gratifying to know that a division official is held in such high esteem by his subordinates.

Fixing the Blame

He found his own front porch with wonderful accuracy, navigated the steps with precision, and discovered the key-whole by instinct. Once in the dimly lighted hall, there was an ominous silence followed by a tremendous crash.

"Why, what has happened, Henry?" came a voice from above.

"It's all right, Mary, but I'll—I'll learn those goldfish to snap at me!"
—*Everybody's.*

WM. LYDON

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ILLINOIS CENTRAL MAGAZINE



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Carbondale Ill.

SEPTEMBER 1915

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WILLIAM SMITH, JR.,
Assistant General Freight Agent.

WAS appointed Commercial Agent and opened first office at Nashville, Tenn., Sept. 16, 1896. Was appointed Assistant General Freight Agent at Evansville in 1903; transferred to Nashville when eastern division of Tennessee Central R. R. was leased, 1905; transferred to Louisville in 1907; when Traffic Department was reorganized in 1911 was brought to Chicago in charge of solicitation.

ILLINOIS CENTRAL Magazine

Vol. 4

SEPTEMBER 1915

No. 3

The Story of the Illinois Central Lines during the Civil Conflict 1861-5 General Mason Brayman

"THEY went West to grow up with the country." That was the plan of Daniel Brayman and his bride Mary English Brayman, on Monday, October 9, 1809, when they left their home in the pretty little town of Exter, Otsego county, New York. They travelled far towards the setting sun, as they thought, till Sunday, March 18, 1810, when they located at the little trading village of Buffalo on Lake Erie, in Erie county, New York.

Before they had been settled long in their cottage on Niagara Street, somewhere near the Albany Street of today, the war of 1812 with England, broke out. They turned their house over to the American soldiers for barracks, and moved "out into the country," near Cold Spring, on the main road to New York City, about where Ferry Street is now. Then that was considered in the quiet solitudes, far enough away from the lake to be safe from the cannon of the threatening English.

There, on Sunday, May 23, 1813, was born their son Mason; the third of eight children. When he was only sev-

en months old the family fled from the allied Indians and English who burned Buffalo, and part of Washington City, destroying many public records. But when peace was restored they located at Hamburg, N. Y., where Mason's boyhood was spent, and where he obtained his farming and other youthful education and experience.

From childhood he had taken advantage of every opportunity to read and study. He quit work for school when he could, and quit school for work when he must.

When about 18 years old he went to Buffalo to find his fortune. He was apprenticed in the printing office of Day, Follett and Haskins and was soon made foreman of their shop. In due time he became a reporter; then the editor of the Buffalo Bulletin in 1834 and 1835. He developed great proficiency with the pen, and displayed an unusual power of grasping public questions, and making them plain to the readers of his paper in a way that made friends instead of enemies. He did his part in preventing the secession of the lake and

Mississippi valley states long before South Carolina raised her independent flag; and he helped expose and defeat the Aaron Burr conspiracy.

His life at Buffalo was full of active interest. While running the Buffalo Bulletin he was diligently studying law under the instruction of a good lawyer, Benoni Thompson, and he was duly admitted to practice at the Bar of New York in 1836. The Mormon controversy was raging in western New York. As editor of the Bulletin he had kept informed of its progress, and he appreciated the importance of the question in that stage of our civic evolution; an experience that was to count for much in after years when he had become a citizen of Illinois. He was now ready to take up the more serious work of life, and to take the fair partner who was waiting for him. So on "Happy Tuesday," the sixth day of September, 1836, not long after he was admitted to the Bar, he married Miss Mary Williams of Fredonia, New York. Ambitious to go farther west, the young couple left Buffalo, and located at Monroe, Michigan, where he diligently practiced his new profession, and was elected to the office of city attorney, in 1838. In 1839 he went to Worcester, Ohio, and edited the Daily Advertiser. He accepted the editorial chair of the Louisville Advertiser in 1841. But in 1842 he went to Springfield, Illinois, and again devoted himself to law as a partner of Jesse B. Thomas, but part of the time as partner of Abraham Lincoln. He made rapid progress both at the bar and in political preferment. He wrote editorials for the State Register. He acted as Secretary of State for a time. The Mormons entered Illinois in the winter of 1838. Nauvoo was chartered in 1841 with many privileges, including the right to govern; and to raise and maintain the Nauvoo Military Legion.

In 1842 he was appointed special commissioner under the government to adjust the Mormon troubles, particularly at Nauvoo, Hancock county, Illinois; and he was also appointed counsel to prosecute Mormon offenders, of whom

there were many. In 1844 Governor Ford placed Nauvoo under martial law, and dreadful scenes were enacted, "largely by hoodlums from over the river." The Mormon problem was very complicated in Illinois. Those devoted followers of their "Prophet" Joseph Smith were a thrifty, industrious people; and they had made a garden spot of the former wilderness around Nauvoo, which was a fine steamboat landing; and they had largely increased in number and in wealth. They published their own paper, "Nauvoo Times and Seasons," later "The Pearl of Great Price." But religious and political and perhaps commercial troubles arose, and strong prejudice and bitter feelings were aroused among them and against them, which finally culminated in bloodshed; at first secretly, then openly and notoriously. The prophet and his brother Hyrum, the Patriarch, were among the victims. Governor Ford ordered General Clark to drive the Mormons out of the state as a necessity for peace. The commissioners gave the Mormons to understand that they had to abandon Nauvoo, and leave the state of Illinois; peaceably, if they would, or they would be driven out by force if the whole militia of Illinois had to be called upon to drive them out. But Commissioner Brayman got them out without further bloodshed. One test of a man's ability is his powers to handle other men, and Brayman proved his superiority in that crisis with the Mormons. Leaving their agents to dispose of Mormon property, the Mormons went on their long journey that was, after many stops and tribulations, to end at Salt Lake. Before they passed through Colorado the famous "Mormon Battalion" was raised among them at the request of the government to help the United States army against the Mexicans. It marched clear across the continent to California. A few of them remained there after disbanding, at the request of Brigham Young; and, strange to say, dug the famous mill-race at Sutter's Mill in which gold was discovered in 1849. This gave new impetus to ideas of transportation to the

Pacific coast by way of the Isthmus of Panama; or better still, as some thought, by way of Tehuantepec.

For a very large section of country the natural route was by river to New Orleans.

Then were developed the ideas of the Illinois Central Railroad to Cairo; and Judah P. Benjamin's dream of a great railroad north from New Orleans, connecting with a New Orleans line of steamers on the Gulf to Tehuantepec, over which another railroad would within a day connect with another line of steamers on the Pacific ocean side of that Isthmus.

Many people fail to realize that railroads kept off secession of the West; prevented the secession of the South from succeeding, and even now are the strongest bonds that hold our North, South, East and West together. But for the railroads we would now have or soon would have at least two, and possibly three or four small nations in the land over which the Star and Stripes now float as one great nation.

From its location, its early completion and its wonderful enterprise, the Illinois Central Railroad is entitled to such credit, perhaps beyond any other railroad.

Well might Mason Brayman have said concerning the birth and early history of that company: "All of which I saw; part of which I was." In this he was associated with Lincoln, Douglas, McClelland, Joy and other great lawyers and statesmen.

On November 14, 1890, a few years before his death, he wrote to an officer of that company:

"My relations to the projectors of the Illinois Central Railroad began in the autumn of 1850. My retainer as their professional adviser dates November 10, 1850. The history of the company so far as it relates to Illinois, and especially to Chicago, during the contention for entrance on Lake Front was almost dramatic in its incidents."

He was located at Springfield, Illinois, and was a law partner of Colonel William H. Bissell, when he became the

first attorney for the Illinois Central Railroad Co., that has since employed thousands of attorneys.

Later he promoted various railroad enterprises in Missouri, Arkansas and other parts of the Southwest. He was president of one of those railroads when the Civil War began.

In 1861, soon after the Civil war began, he enlisted in the Union Army, and was made major of the 29th Illinois Volunteer Infantry. He took a very active part in drilling and in the practical preparation of his regiment for the good service it performed.

He was appointed one of the staff officers of General John A. McClelland, commanding the 13th army corps. For efficient service he was soon made chief of McClelland's staff. He and McClelland had been intimately associated in business at Springfield, while the latter was in the state legislature and afterwards in Congress.

Because Brayman was on General McClelland's staff, his individual exploits were seldom noted in public reports. His regiment, the 29th Illinois Infantry Volunteers belonged to the Third Brigade, under Brigadier General Raith, in the 1st Division, under Major General McClelland in the Army of the Tennessee. So Major Brayman was closely connected with General McClelland in whatever was done by the 1st Division of that very busy army. Brayman took prominent part in the capture of Fort Donnellson of Belmont, and was of material aid to General McClelland in all his other military exploits about that time.

General Fremont had ordered Grant and McClelland to co-operate along the line of the Mississippi River in the fall of 1861. They went down from Cairo in transports, accompanied by Commodore Worden with his gunboats, and menaced Columbus by attacking Belmont. General Smith from Paducah was to menace Columbus in the rear. The Union troops landed about three miles above Belmont, Missouri, November 7, 1861.

The Confederate Generals Polks and

Pillow hastily crossed the river and fell upon General Grant's army compelling it to fight its way back to the cover of the gunboats, with a loss of about 500 men. But Belmont was captured. He helped take Fort Henry, February 6, 1862.

At the Battle of Fort Donnelson, Feb. 14, 15, and 16, 1862, when the Confederates made that gallant attempt to cut their way out and escape, McClelland's men were in the thick of the fight. He twice sent for help, and for ammunition. He was forced back for a time, but finally regained the lost ground and forced the enemy back into their works. General Brayman was complimented for his part in that action, and it was understood that the capture of Fort Donnelson was due in a large measure to McClelland's men.

Colonel Reardon was commanding the 29th Illinois in these engagements and till after the Battle of Shiloh.

On April 6, 1861, at the opening engagement in that historic battle which lasted two days, the 29th Regiment, Illinois Infantry Volunteers, was camped on the Hamburg and Purdy road with Brigadier Julius Raith's Third Brigade of McClelland's 1st Division, Army of the Tennessee. That Sunday morning, about 6 o'clock, the Third Brigade fell into line and marched to support General Sherman who was having a hard time trying to hold back the advancing enemy coming from the direction of Shiloh Meetinghouse, but was compelled to fall back towards Pittsburg Landing, and rested near the siege guns Sunday night. In that day's fight he had personally assisted General McClelland in rallying and turning back into the fight an Ohio regiment that was fast becoming demoralized. This was only a part of the gallant service rendered that disastrous day, for which Major Brayman was promoted. The 29th Regiment was held in reserve on Monday, the second day of that battle; but Major Brayman was kept busy as one of General McClelland's staff officers. He had good reason to personally appreciate something said by Lieutenant

Lemmon of the 49th Illinois: "Well, I don't know just how it was, only the Rebs wouldn't let us stay anywhere Sunday, and we did the same thing to them next day."

General Brayman considered the Battle of Shiloh or Pittsburg Landing, of great importance because it was the first engagement of the Civil War where so large a number of troops were hurled against the enemy by either side; and because it demonstrated a grim determination in comparatively raw volunteers to fight to a finish, driving one another back and forth over the same ground many times in one day, in a way that won the admiration of army men at home and abroad. It proved the American citizen to be an instinctive soldier on whatever side he fights for what he considers right.

The Confederates had once a line of fortified places from Columbus on the Mississippi River across Kentucky to Bowling Green, all under General Albert Sidney Johnston, perhaps the ablest commander in the Confederate Army at that time. But so many of his fortified strategic points had been captured, he had been compelled to establish his line farther south, concentrating at Shiloh. In that great battle he had lost his life on the first day after driving the Union Army back almost to the river. With his death, followed by General Wallace arriving in time to save Grant on Monday, the tide changed, and Shiloh ended in a calamity to the Confederacy from which it never entirely recovered in some respects, whatever magnificent victories were afterwards gained.

The possession of Shiloh, or rather of Corinth, determined the control of the junction of the Mobile and Ohio Railroad with the Memphis and Charleston Railroad, and its loss to the Confederacy was irreparable.

On April 15, soon after Shiloh was won, Major Brayman was promoted and became Colonel of the 29th Illinois. He was in command of the Union troops who defeated General Van Dorn at the battle of Bolivar, and then he was made



GEN. MASON BRAYMAN

Brigadier General, having already demonstrated his ability to successfully handle a brigade. General Van Dorn had attacked him at Bolivar, Tennessee, and had been disastrously repulsed.

He was recalled from active service at the front, to confer with President Lincoln in Washington, and sent to Camp Denison, in Ohio, on a special mission of great importance at that stage of the war game. It was to reorganize about seventy returned Ohio regiments, a long, difficult undertaking, which he

finished with efficient results. He was placed in command at Natchez, Miss., July, 1864, and remained there till March, 1865. President Lincoln had commissioned him brigadier general September 24, 1862.

Then he was sent to New Orleans as presiding officer of the commission to examine southern cotton claims against the government. He was mustered out with the rank of major general of volunteers.

After the war he revived his railroad

interests in the South. He had a special aptitude for railroad promotion, construction and management. In 1851, while attorney for those who represented the Illinois Central Railroad, he and his law partner, Colonel William H. Bissell, aided Lincoln, McClernand and Douglas in getting a charter from the state. It was in connection with the Illinois Central Railroad Company's interest, perhaps, that he formed the friendship with McClernand that was later to keep him so closely sympathetic during the war and afterwards.

McClernand was the associate of Douglas in the United States Congress in 1843 and 1851. He prepared the bill for the Land Grant under which the Illinois Central Railroad was built, and introduced it in the house, Mr. Douglas having a copy which he offered in the Senate. With some amendments it was passed the same session, Mr. Brayman, as attorney for the company, co-operating with them.

Mr. Brayman, as attorney for the company, co-operated also with Asahel Gridley, senator from McLean county, who on January 14, 1851, introduced in the Illinois Senate a bill for an "act to incorporate the Illinois Central Railroad Company." Senator Don Morrison of St. Clair county introduced a substitute February 5, which, with some amendments, was passed February 6, 1851, by a vote of 23 to 2 in the Senate; and it was passed by the House four days later; and on February 10, 1851, the present Illinois Central Railroad Company was started on its eventful career of usefulness, which has proved such an efficient agent for developing the resources, and supplying a large amount of cash revenue for carrying on the affairs of the state of Illinois.

As most of General Brayman's military operations during the Civil War were southward from Chicago and Cairo in the way of transporting troops, munitions of war and supplies, not to mention trainloads of dead from battlefield and hospital, the Illinois Central Railroad was a necessary and efficient arm

of the government during that long struggle for its own existence and perpetuity.

Till 1872 he busied himself with his professional and railroad interests.

In 1872 political conditions assumed a new phase when Horace Greeley became a candidate for President, and Brayman went back into newspaper work as editor of the Illinois State Journal, at Springfield.

Editorially General Brayman displayed the courage of his initiative, both in his prejudices and in his well-founded convictions. The audacity of his limitations was also in evidence when his well-known party principles clashed with local interests important to the state of Illinois. Even eight years after the war ended on the battlefields of the surrendered South, though his gun was silent and his sword sheathed, his pen was "flashing"—often "gory"—and the batteries of his oratory were still booming with furious patriotism. During most of those two editorial years the Illinois State Journal contained much of what Horace Greeley called "Mighty Interesting Reading," and much that made the old man unhappy.

An old settler of Illinois, from England, by the way, gave to Brayman his unique idea of "Civic Fraternity" in those uncertain times. He said:

"You view the world as your country, and every man as your brother. In that you will find the best security and guarantee of virtue and good morals, and the main spring of civil and religious liberty."

General Brayman again quit journalism before the year 1873 had expired and went to Ripon, Wisconsin, where he practiced law.

His health had become impaired, and he spent a great deal of his time developing a large tract of land at Green Lake, which he had taken up some years before to prevent the timber thieves from cutting down its splendid forest. But the lure of the pen was too strong, and he became editor of the Ripon Commonwealth. Hardly had he become comfortably established there before his old

friend and commander in the army, President Grant, appointed him governor of the territory of Idaho, with headquarters at Boise City. Then came a most strenuous four years with the fierce Nez Perces Indians, and other tribes on the warpath. Though 63 years old, General Brayman was able to put down the Indians and what was even more difficult, save the government from the raids of political robbers in Idaho. They were doing all they could to disgrace the administration of President Grant who had appointed them to office. The political history of the territories, including the District of Alaska, was for many years a disgrace to civilization, as General Brayman said.

In 1880 General Brayman was doubtless glad enough that his term in Idaho expired. Returning to his home at Ripon, he again resumed his law practice with great vigor, though 67 years old. While there his daughter Mary was married to Mr. Theodore Gowdy of Kansas City. It was there also that he lost his wife, the brave life partner who had shared with him joys and troubles and dangers alike. She died at Ripon on Tuesday, February 19, 1886, just a few months before they were to have celebrated the fiftieth anniversary of their wedding.

Again he went back to Ripon, and took up the lawyer's burden, but soon transferred the scene of his labors to Kansas City, Missouri, where he died.

The following excerpts from newspapers at Ripon, Wisconsin, show that Ripon was considered his home:

"General Mason Brayman, age 81 years, ex-governor of Idaho, the oldest Mason in the United States and former associate in legal practice with Abraham Lincoln, died at Kansas City Wednesday, February 27, 1895, at the home of his son-in-law, Theodore Gowdy.

"General Brayman was born in 1813, in Buffalo, New York. In 1836 he was admitted to the bar. He then went to Louisville, where he edited a paper and practiced law. He alternated between the two professions, obtaining eminence in both. In 1842, he removed to Spring-

field, Illinois, and began the practice of law. While in Springfield he was a neighbor of Lincoln, and was associated with him in many cases. The intimacy began then, continued until Lincoln's death. In 1861 General Brayman enlisted as a major in the twenty-ninth Illinois Infantry, commanding forces under General Grant. He served with honor and received promotion rapidly. He was mustered out at the close of the war as brevet major general. At the close of the war he returned to Springfield. In 1893 he came to this city where he gained fresh legal honors. In 1876 President Grant appointed him governor of Idaho. In 1880 he returned to Ripon, and began anew the practice of law, but failing health caused his retirement, and in 1895 he went to Kansas City, where he has since made his home with his daughter. General Brayman was the oldest editor and the oldest Mason in the United States. He leaves two children, Mrs. Theodore Gowdy of Kansas City and Mrs. W. H. Bailhache of California."

It may be added that another daughter, Nellie, now deceased, became Mrs. Sharpe of Green Lake, Wisconsin; General Brayman also had one son, Mason, who died in childhood.

"General Brayman at Rest. Funeral Took Place From the Baptist Church

"The funeral of the late General Brayman occurred Saturday afternoon at 2 o'clock from the Baptist Church. The remains accompanied by Mr. and Mrs. Theodore Gowdy, arrived in the city Friday evening and were taken to the Baptist church where they were guarded during the night by members of the G. A. R. All the morning the church was thronged with visitors, some of whom came from a distance to take a last view of the general. The funeral services were conducted by Dr. E. H. Merrill, assisted by the Rev. E. R. Clevenger, pastor of the church and Colonel George W. Carter of the G. A. R. Post. Interment was at the city cemetery with the military burial services.

"General Brayman's connection with Green Lake began in the spring of 1873,

when ill health, caused by hard service during the war, forced him to relinquish his labors as editor-in-chief of the *Illinois State Journal* at Springfield. Previous to his removal to this place he visited Green Lake and was much incensed to see men cutting down this beautiful forest for firewood. He immediately went to the owner and purchased the land in order to save the forest from destruction."

He was a worker of many interests, and left more varied, definite impressions of useful abilities on more people than falls to the lot of most men. So far as the record shows he was connected with the Baptist Church from youth to old age, having been baptized at Wooster, Ohio, in 1840, by the Rev. Charles Morton, a minister of the Baptist Church.

He was particularly interested in educational enterprises. He was one of the incorporators of the University of Chicago, and attended the first meeting, held May 21, 1857, at which he was elected trustee, and then became the regent. Stephen A. Douglas had offered ten acres of land for such a purpose, on certain conditions, to Rev. A. D. Eddy, who passed the offer on to the Presbyterians, who also refused; leaving it still open to be accepted by the Baptists, through their representative, Dr. J. C. Burroughs, of the First Baptist Church of Chicago; thus aiding to found an institution beyond praise. One of his favorite institutions was the Chicago Historical Society, of which he was a founder and an ardent member and promoter.

Mr. Brayman also took a personal interest in the promotion of the Illinois Industrial University, located near the Illinois Central Station at Urbana, Champaign county. To this university the Illinois Central Railroad donated fifty thousand dollars, payable in transportation of material and supplies.

But aside from the promoting directly the interests of educational institutions, General Brayman made his editorial work educational both before and after the war. He was president of the Amer-

ican Baptist Publishing Society and president general of the Baptist General Association of Illinois.

His educational work was sane, safe and conservative, and much of it will live, perhaps, long after his name shall have been forgotten.

Truly it may be said of Mason Brayman: "He had the long-distance editorial eye."

A personal friend of General Brayman describes him as follows:

"He was tall, straight, slender of build, with fresh ruddy complexion and bright gray eyes, quick in action, and every movement betokened the alert, determined, restless spirit within."

Another friend of the family took part with General Brayman in the battle of Belmont, and also Pittsburg Landing, and was an eye-witness of the following incident described in a letter to a daughter of General Brayman a few days after it occurred on that tragic Sunday morning, April 6, 1862:

"Early on Sunday morning our regiment (the 18th Illinois) was engaged, and soon after going to work, all the acting field and staff officers were so wounded as to be entirely disabled, myself among the number. I was struck by a glancing ball on the spine, and after going around with the regiment for half an hour or more, half crazy with pain I finally lost use of my tongue, the effect of a species of paralysis, and was forced to give in. Although that left our regiment, together with the 8th, which was in the same fix, like a body without a head, still side by side and wherever they could find an opening, in they went, helter-skelter, pell-mell, and always at the enemy.

"They had become discouraged, and like a poor boy out in the cold, with the door slammed in his face and ice water thrown over him, were just staying around, hoping something would turn up to help them through, when the order was given to attack a large force in front of them. They commenced shooting as if they had a mind not to, when your father (Major Brayman), God bless him, seeing something must be done, seized a flag,

and with it waving aloft, and his long white hair streaming in the air, dashed old Charlie (his horse) right down between the two lines—waving his flag and shouting till the very welkin rang! Of course nobody was astonished at your father. He does that sort of thing just as coolly as he would write his name to a letter.

While at Natchez, Mississippi, he was deeply interested in a school for

colored people which he founded. He was also connected with the management of the Wayland Institute at Beaver Dam; and he greatly aided Little Rock in developing her schools.

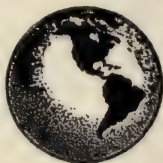
Though half a century has passed since those heroic war days, there are many people still living who keep his memory green, something history will do as long as records of our great Civil War shall last.

Stretch of track, Mile Post 104
Section Foreman Hesse



PUBLIC OPINION

What the



World thinks

ON THE JOB

THE other day the editor received a letter from an old and esteemed friend with whom he associated more than a quarter of a century ago, and who has since risen to prominence in organization life, requesting several copies of the EMPLOYEE, containing an editorial captioned, "Are you on the Job?"

Upon receipt of advise that all copies of this number had long since been exhausted, he comes back with the request that "we republish the article in question."

"I remember reading it a number of years ago, he continued, "and kept the copy until recently, when it was accidentally destroyed. It is too good logic to be lost sight of or forgotten, and if you can see your way clear to republish it, I want a number of copies to forward to persons I have in mind, who don't seem to view the matters from your viewpoint or incidentally from my own."

The editorial which appeared in the December, 1908, number, follows:

Every corporation dealing with the public is to no small extent dependent upon public opinion. In fact, THE MORE THE FAVOR IN WHICH IT IS REGARDED THE GREATER WILL BE ITS BUSINESS, ITS INCOME AND ITS ABILITY TO FITTINGLY REMUNERATE THOSE WHO GO TO MAKE UP THE RANK AND FILE OF ITS SERVICE.

To the end of favorably influencing public opinion toward the big public service corporations of America there is spent an enormous sum in the agree-

gate for effectively worded newspaper and other advertising matter, all of which is principally intended to make the public look and feel pleasant, rather than antagonistic.

And then, the public having been thus impressed goes up against one of the company's representatives, possibly an agent or possibly a conductor, who, having a grouch against himself or having had that day a row with some one, proceeds to "take it out" of the man at the window or on the train. Perhaps the other fellow is not feeling cheerful that day, has had a row with his wife, or is naturally redheaded and aggressive, in which event there is a pretty "how-de-do" and another drop is added to the bucket of adverse sentiment against this corporation in particular and all similar corporations in general.

A man who owns his own business can be as nasty as he pleases to his own customers or prospective customers, for it is his own pocket only that suffers. In fact he can be just as disagreeable as he can afford to be.

A MAN WHO WORKS FOR A CORPORATION IS PAID ONLY INDIRECTLY BY THE CORPORATION ITSELF. HIS REAL WAGES—IF BY THE WEEK—OR SALARY—IF BY THE MONTH—COMES FROM THE PUBLIC WHICH HE SERVES. Thus, for instance, a ticket agent is entrusted with a certain amount of transportation in which is included a portion of his salary. HE SHOULD THEREFORE TREAT THE PURCHASER WITH ALL THE RESPECT AND COURTESY DUE TO AN EMPLOYER.

An employe of a corporation waiting upon the public is hired chiefly to keep those with whom he comes in contact in good humor. Incidentally, he may have other duties, as for instance the passenger conductor, if he is on "his job," IS TO APPEAR PLEASANT AND GENIAL HIMSELF AND TO KEEP OTHERS PLEASANT AND CONGENIAL. He must collect tickets and attend to train orders, in all of which the trainmen will render efficient aid. The station or ticket agent will speak pleasantly to those who make inquiries, answer politely to those who want to know "whatell's" the matter with the road, pay due attention to the desires of shippers and perform such other duties as to exchange tickets or freight receipts for coin of the realm.

Of all methods of making another person angry and disagreeable is to tell him that he will "HAVE TO" do something and how often do we hear—"You will have to go to the other window," "you will have to go into the other car," "you will have to wait an hour," "you will have to write the general passenger agent or superintendent," and the like. PRIMARILY WE ARE ALL FREE AGENTS AND DON'T "HAVE TO" DO A DARNED THING. WE MAY FIND IT EXPEDIENT OR NECESSARY TO A CERTAIN END, BUT WE DON'T "HAVE TO" EAT IF WE DON'T WANT TO.

How easy to put the direction in another manner, such as, "the other window, please," "or will you kindly take the car ahead," or "the rules require;" a short, very short, explanation of why a certain thing is necessary, will always work wonders in avoiding trouble.

Another prolific source of irritation is the tone of voice employed. Every child recognizes this in a parent, and every parent recognizes it in a child, then why not speak pleasantly to the public for be assured the public will appreciate it.

One very good reason for being pleasant is that it is conducive to longevity; another reason is that it helps

the job and often directly results in advancement.

No little of the recent adverse railroad legislation has been due to hostile public opinion, and no little of this hostility has resulted from INCIVIL TREATMENT HANDED OUT BY THOSE WHO OUGHT TO HAVE BEEN EVER COURTEOUS. ADVANCEMENT GOES TO THE MAN WHO IS "ON HIS JOB" AND CIVILITY IS THE ONE ESSENTIAL TO "DELIVERING THE GOODS."

Let us again take as an example the station agent. Every one in town knows him and every one meets him frequently face to face—why not then cultivate a cheerful countenance for people to look at and a cheerful tone for people to hear; why not make a few friends that will speak a good word when a good word means something? Why cultivate a frown that will hold you indefinitely to the present dull routine for life? ONE SELDOM KNOWS WHO THE FELLOW IS ON THE OTHER SIDE OF THE WINDOW, BUT THE OTHER FELLOW KNOWS WHO YOU ARE EVERY TIME.

In conclusion and lest the reader may infer that the foregoing is the vaporizing of a distraught mind or its mere theorizing of one who has never met the public, it may be mentioned in passing that the conclusions drawn are those of one who for several years has soothed the turbulent minds of the excessively turbulent and dispensed cheerful solace to the casual caller—THAT'S HIS JOB.—The Railroad Employee.

NEW ERA DAWNS FOR EMPLOYEES OF RAILROADS

Hospitals Are Being Erected and Great Care is Taken to Prevent Disease

By Henry M. Hyde

A big stone and tapestry brick building, nearing completion at Fifty-eighth street and Stony Island avenue, is the central feature of a great campaign of efficiency and conservation which the

Illinois Central railroad has been carrying on among its 60,000 employes for more than a year.

The new building is the central hospital of the railroad system. Standing on a 500 foot stretch of greensward and facing Jackson park, pains have been taken to make it architecturally harmonious with its surroundings. It is three stories and basement in height and a great solarium covers the entire roof.

The company has about 10,000 employes in the district adjacent to Chicago and the hospital is primarily for the treatment of such of them as may be injured on duty or who may become ill from any cause. Men injured in the course of their work are treated free of charge and the cost of hospital care and medical attention during illness is taken from the so-called hospital fund, to which each employe contributes 50 cents a month.

Equipment of the Best

The central portion of the hospital, now under construction, will provide for 110 beds, but the plans include a wing on each side which will increase the accommodations to a total of 300 beds.

Passengers injured in the Chicago district also will be taken care of in the new hospital and first aid will be given to trespassers who may be hurt on the railroad's right of way.

The equipment will be extraordinarily complete. There will be special apparatus, automatically operated, for exercising injured limbs, and trained masseurs always will be in attendance.

But the hospital is only the biggest and most striking feature of a far reaching campaign, based on the company's intelligently selfish policy of keeping every man in its employ in the best possible condition physically and mentally.

First of all, the company makes a thorough physical examination of every employe before he is put to work. This includes not only trainmen but even clerks and section hands. In this way the possible introduction of contagious disease is avoided.

Employ Traveling Physician

Every person on the pay roll is invited and encouraged to consult the company physician if he feels in the least indisposed. Both medical attention and medicines are furnished without further cost than the regular monthly payment of 50 cents to the hospital fund.

On the newer and preventive side, much work has been done in the last year. A skilled physician and sanitarian has been employed who spends his time traveling over the lines and looking after sanitary conditions in stations, shops, and offices along the road. This official is vested with the necessary authority to order somewhat sweeping changes in the arrangement, equipment, and handling of the company's property.

Special attention has been and is being given to an attempt to eliminate malaria, widely prevalent in parts of the south through which the Illinois Central runs. Many pools of standing water along the right of way have been drained and hundreds of barrels of oil have been used to cover the surface of other ponds in order to prevent the hatching of mosquitoes, through the bite of which alone malaria is communicated to human beings.

New Discoveries Made

By such object lessons and by means also of an occasional lecture, several southern communities have been converted to the belief that mosquitoes can be wiped out and that with their disappearance malaria also will vanish. The sanitary inspector sees to the proper screening of all windows.

For the last year all members of section and construction gangs working in the malaria infested districts have been given twelve grains of quinine twice a week, and as a result the number of cases has been cut down more than 25 per cent.

One of the company's physicians, living in the malaria country, has been doing a lot of research work. He has dissected and examined more than

1,000 mosquitoes that act as malaria carriers and finds that early in the season, shortly after the first insects have been hatched, they do not contain the germs of disease.

New Mosquito Harmless

It has been accepted as true by scientific men that the malaria germ remained during the winter in the bodies of the few mosquitoes that protect themselves from the cold by hibernating in cracks in logs and other hiding places. The newly discovered evidence seems to indicate that the germ is rather carried over the winter in the blood of men who may have the disease only in a mild form, and that the newly hatched mosquito is harmless until after it has sucked the blood of a malaria patient.

There are fourteen railroad companies in the country that now provide, through hospital funds or otherwise, for the care of their employes who may become injured or ill. But the idea of railroad companies—that have already done much work in teaching progressive agricultural methods to the farmers along their lines—acting also as missionaries of sanitation and preventive medicine to the communities they serve, is a new one. It seems to contain great possibilities for good.—The Chicago Daily Tribune, July 7th, 1915.

RAILWAY TRESPASSING

THE National Association of Railway Claim Agents at its convention held in Baltimore in May, 1913, appointed a committee of fifteen to collect statistics on accidents caused by trespassing on railway property. There has been a popular belief that the trespassers who are killed and injured on railways are mostly tramps. The fallacy of that belief developed by the report of the committee, which was made at the convention held in Galveston in May, 1915.

The Interstate Commerce Commission collects statistics on the number of fatal and non-fatal injuries received by trespassers on railway property, but never

before have any figures been prepared showing the extent of the non-fatal injuries, nor the character of the trespassers who were hurt, nor has the information ever been worked up as to states.

There were 192 accidents to trespassers in the state of Mississippi during the calendar year of 1914. These 192 cases have been analyzed by the committee of the Claim Agents' Association as follows:

Extent of injury—Killed, 66; loss of one limb, 22; loss of two limbs, 4; other injury, 100.

Place of accident—In country district, 56; in city, 48; in town or village, 88.

Residence—Near place of accident, 94; far from place of accident, 61; unknown, 37.

Sex—Male, 183; female, 9.

Domestic status—Married, 35; single, 95; unknown, 62.

Occupation—None, 44; unskilled laborer, 46; skilled laborer, 28; profession, 8; clerical, 2; housewife, 1; unknown, 63.

Regularly employed at time of accident, 32; not employed, 78; unknown, 82.

Nature of accident—Walking on track, 69; riding on train, 94; other accidents, 16; unknown, 13.

Tramps, 26; others, 95; unknown, 1.

Age of those injured—5 years or under, 4; 10 years or under, 6; 15 years or under, 15; 21 years or under, 46; 30 years or under, 69; 50 years or under, 42; 60 years or under, 4; 65 years or under, 1; over 65 years, 5.

Number injured while intoxicated, 17.

Nationality—American, 185; foreign, 3; unknown, 4.

The foregoing figures refer only to the state of Mississippi. In the United States the total number of trespassers killed and injured during the calendar year was 10,785. Of this number 4,712 persons, or 44 per cent, were hurt while walking on the railway track; 3,840 or 36 per cent, were hurt while improperly riding on trains.

It has been suggested that the only effective means of regulating the matter

of trespassing on railways in this country would be the enactment of a federal law.

A few self-serving damage suit lawyers might oppose the enactment of suitable legislation on this subject, because of the fear that it might, in an occasional case, interfere with recovery of damages, but among humanitarians there is a very healthy sentiment in favor of legislation to protect people who seem unable or unwilling to protect themselves.

The responsibility in this matter does not rest upon the railroads. They cannot pass laws preventing trespassing on their property. They cannot enforce these laws even in the states where they now exist. The responsibility for the thousands of fatal injuries and the suffering which has been endured by the widows and orphans, and the unfortunates who are maimed for life, is upon the public and not upon the railroads.

We have to have the railroads. We cannot get along without them. They are necessary to our prosperity, if not our very existence, and as long as we have them, there will be the annual toll of the thousands who are killed and maimed through trespassing until adequate laws on this subject are put upon the statute books and fearlessly enforced. All this will be done some day. The legislation is only being deferred because of the fear that it might possibly be helpful to the railroads, and while we are waiting, more than 10,000 people in the United States every year will have to pay the penalty of our neglect.

In this state we have statutes making it a violation of law and providing punishment for those who trespass upon trains, but these laws are almost a dead letter because they are not enforced. We have no general statute upon the subject of trespassing upon railway premises, and if we had, it probably would not be enforced. The crying need is for a federal law. People seem to have a more wholesome respect for federal laws than they do for state laws, and besides federal officers do not seem

to be swayed so much by local sentiment and questions of policy, as is unfortunately true with state officers. It is believed that a federal law regulating trespassing on railway trains and premises would save the killing and maiming of thousands of human beings every year. If those among our people interested in the conservation of humanity would take the pains to write their members of congress on this important subject, their efforts would undoubtedly bear fruit, because it does not seem that there could be any opposition to the proposed law, and all that is needed would be the manifestation of interest on the part of the people in favor of such a law.—*Jackson Daily News*, Monday, August 2, 1915.

EDITORIAL

The general management of the Illinois Central Railroad is inaugurating a campaign for the purpose of getting people to buy their tickets before they get on the train. They are not going at it in the arbitrary manner which was tried out and found impractical by the roads several years ago. That plan might work in the countries of continental Europe where the people are accustomed to arbitrary systems of governing, but will not work in a country where the people are not accustomed to being ordered around. The railroad management proposes to inaugurate a system of education to bring this about. There are now two classes of people who get on the train without tickets. One of these is represented by the fellow who sits around the depot for half an hour and never thinks to buy a ticket till the train whistles. It will not be a very easy task to educate that fellow. He is too thoughtless. Then added to these are those who make no effort to get to the train in time to get a ticket. Education will help these cases. There have also been many who have gotten on the trains without tickets because they could not buy them. It is a mighty busy place in the average ticket office just before trains arrive and many times the agents

have more than they can do, especially when they have to stop and check baggage, and if the ticket window is shut down as soon as the train pulls in, many times people will not be able to get tickets. Under the Iowa law these now could not be required to pay the ten cents extra, but under the rules of the railroad companies the conductors are compelled to charge the ten cents extra unless there is no agent scheduled to be on duty at that station for that particular train. Thus it will be seen that there are two sides to the question of paying on the train, and as we understand it, the management of the Illinois Central will attempt to remedy the fault as far as the agents of the company are concerned, as well as to educate the public. We believe that they are making a good move and that every person should try to comply with this reasonable request of the railroad. It is the duty of the traveler to try to assist the railroad in any reasonable effort to improve the service quite as much as it is the duty of the road to make things pleasant for the travelers. Both working together can make things better all around.—St. Ansgar Enterprise, July 7, 1915.

ALL RAILROADS WANT FROM PUBLIC IS A SQUARE DEAL

"Whenever you come in touch with any man of public affairs or with any citizen with whom the discussion falls on railroads, do your share to convince him that all the railroads and their employees want is a square deal from the public," said J. B. Monahan at the July 16th meeting of the San Jose branch of the Railway Employees' Welfare Association, held at Hale's Hall, San Jose. "By such individual

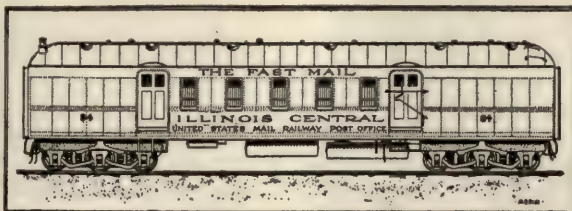
talks public opinion will gradually change until it reaches the point where the railroads will be treated as squarely and fairly as all legitimate business enterprises should be."—S. P. Bulletin, Aug. 1, 1915.

DISCOURAGE PRACTICE OF THROWING BOTTLES FROM CAR WINDOWS

Employees should do everything possible to discourage the practice of passengers carelessly throwing bottles from car windows. This will help reduce the hazard of employees and others on the right-of-way being struck and injured. The matter came up at a recent meeting of the Stockton division safety meeting, and Supt. C. H. Ketcham started the ball rolling by writing Manager Mobley of the Van-Noy Brown News Co., who, as soon as possible, will have labels with the words "Do Not Throw From Car Windows" pasted on the soda bottles.—S. P. Bulletin, Aug. 1, 1915.

COMPLIMENTARY TO THE ILLINOIS CENTRAL MAGAZINE

Copies of the July issue of the Illinois Central Magazine have been received here and the people of this community have reason to feel proud of the splendid advertisement given the town by the Railroad Company's official organ. The cover of the magazine is adorned with a picture of Magnolia's handsome high school building, and accompanying the historical sketch and write-up there are some forty or fifty illustrations of local scenes. Unquestionably it is the finest publicity ever accorded this community.—Magnolia (Miss.) Gazette, July 21, 1915.



Carbondale Illinois

Carbondale and Vicinity, "The Athens of Egypt"

By John T. Galbraith, Editor Carbondale Free Press

IT IS known to but few, probably, that in Carbondale, Ill., rests the remains of the father of the Illinois Central railroad system.

In a secluded and neglected spot in the "Old Cemetery" on East Main street, Carbondale, beneath a growth of briars and grass, is the dust of Lieutenant Governor Alexander M. Jenkins. He was a distinguished citizen of Jackson county, Illinois, and of Illinois. He served the people, who delighted to do him honor, with energy and ability. A pioneer, a soldier, a statesman and a patriot, it is well that he now have credit for proposing the act that has made the great railway system of the Illinois Central possible.

Much has been written about the origin of this great railroad enterprise, but after all available data has been sifted out and verified as well as possible, it seems that Governor Jenkins was probably the first to propose action by the state in building this road which has added so much to our state's wealth and enterprise. Prof. George W. Smith in his "Students' History of Illinois," says, "It is stated that Senator Alexander M. Jenkins of Jackson county (Ill.), proposed a survey of a route for a central railroad from Cairo to Peru, in the state

senate in 1832." Many other authorities corroborate Professor Smith, and would seem to justify the statement that this was the beginning of the Illinois Central railroad. Governor Jenkins was an own uncle to General John A. Logan, who at the breaking out of the Civil war, was a resident of Carbondale.

Carbondale, Ill., is located 308 miles south of Chicago, on the Illinois Central Railroad; 90 miles from St. Louis, 95 miles from Paducah, Ky., and 57 miles from Cairo, Ill. Carbondale derives its name from the coal fields in this vicinity, and was named by Colonel D. H. Brush, one of the early settlers. His nephew, Captain Sam T. Brush, was the first coal operator in this district, of which Carbondale is the center, and which is now the greatest soft coal mining district in the country. The town was laid out about the time the Illinois Central was built, 1852, the first part of this great system being that part from Cairo through Carbondale to Centralia. When the first passenger train reached Carbondale in 1854, a great barbecue and picnic celebrated the day. This, we believe, was on the Fourth of July. A year previous, or to be exact, January 4, 1853, the first public sale of lots in



Street
Scenes
Carbondale
Ill.

Carbondale was held. It is said that the lot now owned and occupied by the Carbondale National Bank brought at this sale \$17, the highest price paid for a lot at that sale.

Carbondale has a number of industries which contribute to its prosperity. Chief among these, of course, is the Illinois Central railroad. In Carbondale are the headquarters of the St. Louis division of this road. About 5,000 employes are on this division of the Illinois Central alone. In Carbondale are the round house, machine shops and the terminals for six diverging lines of this road, with a combined trackage on the St. Louis division of approximately 1,100 miles. Through Carbondale run the Chicago-New Orleans double tracks, and the St. Louis-New Orleans track, and this station has 36 passenger trains daily, all making stops, and an average of 40 freight trains a day. The monthly pay roll for the Illinois Central at Carbondale alone approximates \$85,000.

In connection with the railroad facilities it is well to mention the great amount of business of the railway mail service at and through Carbondale. In this city is the headquarters of District No. 6 of the railway mail service of the United States. From the office of the chief clerk in Carbondale, who has supervision of the mail service over this district, the postal cars running over more than 1,700 miles of railroads, and the business of over 300 postoffices are directed. In and out of Carbondale 88 railway postal clerks have their runs between Carbondale and Chicago, and there are 15 between Carbondale and Birmingham, Ala., while 35 run between Carbondale and St. Louis. Several other railway postal clerks are employed on cross lines running through Carbondale.

Other purely local industries which contribute to the prosperity of Carbondale are (1) the Ayer & Lord tie preserving plant, employing an average of 110 men and having a monthly pay roll of \$8,000; (2) the Central Illinois Public Service Co., operating the electric

light and power plant, the city water plant and ice plant, employing a large number of men and having a good-sized pay roll; (3) the Carbondale Mill & Elevator Co., with a 65,000 bushel capacity in Carbondale and an elevator at McClure, Ill., with a 25,000-bushel capacity, the Carbondale mill manufacturing the celebrated "Belle of Carbondale" flour; (4) Carbondale Steam Bakery of 10,000 loaves capacity every 24 hours; three smaller bakeries; a creamery with 1,000 pounds butter capacity; an ice cream factory of large capacity, and numerous smaller industries scattered over the city; and three live newspapers, two weeklies and a daily.

Carbondale, Ill., has been making rapid progress, especially in public improvements, in the past five years. The ten years before that, 1900 to 1910, saw a growth in population of over 62 per cent and that without any boom, or unusual cause. This city claims to have more paved streets than any city of equal population in Illinois. With beautiful churches, fine residences, excellent railroad facilities, pure artesian water from wells more than 600 feet deep, with no saloons and attendant evils and with exceptionally high intellectual and moral atmosphere, Carbondale commends herself as an ideal place to live; and attests the wisdom of the early founders of the Southern Illinois State Normal University in making this place the location for this large and influential educational institution.

The Carbondale Retail Merchants' Association has probably done more to advance the interests of the city the past five years than any other one factor in the city's history. Its membership has more than fifty of the city's brightest and best business men, each one forming a part of a great "booster club," whose object is to advance the social and commercial interests of Carbondale. Among the many improvements this association has secured for their city is that of the building of 14 miles of hard roads which has been completed under the direction of the Illinois Highway Commission. This, taken with about



Carbondale III.



Public Schools



Hospital



City Hall



*Carbondale
Ill.*



ten miles of brick and macadam-tarvia paving constructed within the past few years, makes a total of twenty-five miles of continuous hard roads and streets within Carbondale township. Through the efforts of the merchants' association, Carbondale was among the first to adopt the commission form of government, under the Illinois law, and the city is now upon its second term of four years under this form of government.

Carbondale has a hospital, recently constructed at a cost of \$50,000, and it is the finest equipped hospital south of Chicago on the Illinois Central. It has every convenience and appliance needed in modern surgery. It contains 70 rooms, including two operating rooms, and has accommodations for over 40 patients at one time. This splendid hospital was built by Dr. J. S. Lewis, a wealthy man of Carbondale, as a memorial to his mother, Mrs. Amy Lewis, and is in no sense intended as an investment.

Two very handsome buildings, erected the past year, in addition to the two new public school buildings, are the Elks' Home and the City Hall and Armory. The Elks' Home is a beautiful and commodious building with parlors, club rooms, and delightful lodge hall, costing with lot and furnishings \$30,000. The new city hall building houses the city departments and offices, and one floor is occupied by Company E. 4th Infantry, Illinois National Guard, with headquarters in Carbondale. The third story is owned and occupied by the Masons, who there have one of the most spacious and beautiful lodge rooms, ante-rooms and banquet rooms to be found in any Masonic lodge within the state. The cost of this building was \$30,000.

Carbondale has the best hotel accommodations of any place in southern Illinois. It has three first-class hotels, but it has one hotel that is known all over the country for its unsurpassed accommodations and its cuisine. The Hotel Roberts is a newly built hotel, the building and furnishings amounting to something like \$60,000. The building is

owned by James Pease, a wealthy resident of Chicago, and there is probably nothing to equal it in the line south of Springfield or St. Louis.

Carbondale is surrounded by a splendid agricultural district, and grains, fruits and vegetables are raised in profusion. Dairy and live stock interests are now getting much attention, and the farms adjacent to Carbondale are dotted with fine herds of dairy cattle and much fine stock of beef types. There are also some fine apple and peach orchards near Carbondale, and in fact it is hard to find any part of the country where so great a variety of grains, vegetables and fruits are produced in such large quantities and in such excellent grades. From old records we find that in 1831 less than ten acres in Carbondale township were under cultivation, while now intensive agriculture is the rule, and today the greater portion of the land within shipping distance of this point is valued at from \$50 to \$100 per acre, while land in the immediate vicinity of Carbondale cannot be bought for less than from \$100 to \$150 per acre. Modern machinery is used and in a great many cases the farmers' homes are fitted with all the conveniences of the modern city home.

As a religious and educational center Carbondale has no equal in southern Illinois. The Carbondale public schools rank among the best in the state. In addition to the five commodious and well equipped buildings of the Southern Illinois State Normal University, of which we have spoken more particularly in another place, Carbondale up to this year had three other school buildings used for public school purposes; to these this year have been added two splendid, modern school buildings, the Brush building costing \$27,500 and the Attucks building costing \$22,500. Strong and well organized church denominations are a great help to the moral uplift of Carbondale, and, while all the congregations are comfortably housed, three of the denominations, the Baptist, Christian and Presbyterian, have church buildings of most modern



I.C. Depôt
and grounds
Carbondale Ill



architecture, stone and brick edifices, commodious and substantial, which would grace a city many times the size of Carbondale. Carbondale has not had a saloon for about ten years, and it is entirely safe to say that the city will never have saloons again.

One of the most important institutions in Carbondale is the Southern Illinois State Normal University. This school is supported by the state of Illinois and has passed its forty-first year. Since it opened its doors in 1874 nearly 15,000 students have registered and have attended for one or more terms. It has within this time graduated over 800. The school is now housed in five spacious buildings, the total investment in buildings and equipment approximating \$600,000. To this will be added this year a great auditorium, for which the recent legislature appropriated \$135,000. The faculty of this school number 50. The degrees A. B., Ph. B. and Ed. B. are conferred by this state institution. This school has an experimental farm

of sixty acres, and a practical agricultural department. It has manual training and household science departments, a commercial department, a musical department, and other departments of practical nature, in addition to the required courses for diplomas for teachers. This school is growing rapidly and has had much to do with the educational uplift of southern Illinois. Its graduates are scattered all over the United States, and some are at work in distant parts of the world. It has furnished five district superintendents for the Philippine islands.

Carbondale is a clean, moral, healthy and beautiful city. Attractive shade trees and pretty lawns flank its paved streets. Its homes are homes indeed and the people are hospitable, refined and the kind of folks you like to meet, and among whom you like to live. The latch string always hangs outside the door in Carbondale, and the visitor will always have a cordial welcome.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

Typhoid Fever—Its Prevention

TYPHOID fever exists with the consent of the public, and should be characterized as a national disgrace. An average of 300,000 people annually are afflicted with the disease in this United States, of whom 38,000 die each year. This is about 45 per 100,000 of population, a ratio several times as high as any other civilized nation.

To contract typhoid fever the germs must be swallowed. From the stomach they get into the intestines and so into the blood and spleen. We then have a condition of profound bacteraemia or blood disease. While in the blood the germs develop a toxin or poison, this poison causing the signs and symptoms of the disease and become manifest in about two weeks after a sufficient quantity of the germs are swallowed. When any germs are taken into the system anti-toxin is elaborated in the blood of the patient as its chief measure of defense in an effort to destroy the germs and to neutralize the poisons. When the germs are too virulent and numerous to be overcome, by means of this physiological reaction of the body tissues and fluids, the symptoms of the disease become manifest. Whether the patient succumbs or recovers, depends upon his physical stamina, his recuperative powers and the ability of his body cells and fluids to further react against the invasion and multiplication of the hostile army of germs and the elaboration of this poison.

Not all types of the disease are severe

—some are so mild as not to be easily recognized. The patient sometimes continues his duties and complains a little, but is not really sick. These cases are dangerous both to the patient as well as to the persons about him. He is not sick enough to go to bed and conserve his strength, consequently has not the reserve to safely pass the final stages of the disease. Then too, the patient becomes in fact a walking reservoir or walking distributor of typhoid germs. These cases are dangerous because no precautionary measures are taken to prevent the further spread of these germs from the sick persons to others. It will be seen how important it is to recognize the disease in its early stages. Symptoms such as languor, lassitude and a prolonged bilious attack, indisposition with chills and fever for several days, nose bleed, muscular weakness, or aches all over, severe frontal headache, and eye ache, loss of appetite with foul breath and nausea taken with the other symptoms should cause grave suspicion. A few drops of blood taken from the finger or ear within a week of the first symptoms for laboratory examination is usually sufficient to establish the test.

How to Prevent Typhoid Fever.

Scientists have devoted their lives and energies to the conquest of this dread disease, which is known to be disseminated as stated throughout the entire civilized world. The discovery of typhoid vaccine was a marvelous and monumental achievement. Prevention

I. C. Roundhouse



Carbondale Ill.



*Steel & Iron
Works*

of typhoid is thus an established fact.

It now devolves upon the public to eradicate this scourge by means of this preventive vaccination and by the observance of the laws of hygiene and sanitation.

Among the soldiers of the United States army of 90,000 enlisted men, during the year 1913 but a single case of typhoid fever developed after vaccination, whereas formerly the ravages of this disease caused an immense loss of life and profoundest concern. The one case cited as developing typhoid fever following the prophylactic inoculation occurred at Tientsin, China, the only one among over 30,000 serving abroad. The Journal of the American Medical Association says: "Is there no value in this procedure to railroads and other industrial concerns that employ armies of skilled labor as well as to the individual on farms and in factories, whose family is dependent upon his manual labor for

livelihood, by a procedure causing less inconvenience than vaccination." The results obtained in the United States army and other armies where typhoid fever has now almost disappeared, are extremely impressive. It is no longer a menace as formerly it was, as might be inferred among men at the most susceptible age. Susceptibility rapidly lessens after the forty-fifth year. With the introduction of vaccine the Navy Department likewise has obliterated typhoid fever.

We urge all employes to take advantage of this protective inoculation against typhoid fever, as the hospital department stands ready to administer it free through the local surgeon. We strongly advise all to take advantage of it. It will cause practically no inconvenience and will be an absolute protective for at least five or more years. An ounce of prevention is worth a pound of cure.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Mattoon, Ill., July 24, 1915.

Dear Sir:

I wish to express my appreciation of the fine treatment I received by the Hospital Department in the past three months. For a year previous to your treatment, I had been going to other doctors just when I needed medicine to build me up from a nervous break down. My condition grew worse and I saw the need of immediate and continued treatment. I came to Chicago, explained my case, and under the care of the Hospital Department I am today greatly improved.

Up to this time I had not used my privilege as a Hospital Department contributor to any extent, but I have now received many times my money's worth. I think every Illinois Central employe should be a member of our Hospital Department.

Thanking you again, I am
(Signed)

Yours very truly,
Clarence R. Plummer,
Asst. Accountant.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Sallis, Miss., August 9, 1915.

Dear Doctor:

Just a few lines to express my appreciation for service and attention shown me while a patient at New Orleans Hospital.

I cannot find words to express my gratitude for the good treatment and attention given me by the staff of the New Orleans Hospital Department. I must not overlook mentioning the excellent and efficient nurses and attendants at the hospital.

In conclusion I might add that the benefit which I have received from the I. C. Hospital Department can only be repaid by praise and good wishes, and the amount I contribute toward its support each month is one of the greatest investments I ever made.

Again thanking you and your staff, I am
Yours very truly,

(Signed)

R. A. Kyle,
Section Foreman.



*Through the courtesy of the Department
of Health, City of Chicago.*



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,

Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



What the Railroads Ask of Congress in Connection With Mail Transportation Pay

By H. L. Fairfield, Manager Baggage and Mail Traffic

Feeling as the railroads do that every day's delay in rectifying existing conditions is an accumulative injustice, the railroad managers of the country have submitted to Congress a formal recommendation as to a definite system which should be followed in compensating the railroads for carrying the mails.

The plan embodies four main principles, as follows:

1. *That the mails should be weighed annually, instead of quadrennially, as at present.*

2. *That mail apartments, in railroad cars, fitted up as traveling post offices, should be paid for.*

3. *That side and terminal messenger service, between railroad stations and post offices, and other special services should be paid for.*

4. *That all rates of pay and conditions of service should be definite and not subject to the discretion of employees of the Post Office Department.*

Remarks

1. The gross injustice of readjusting mail transportation pay only once in four years is manifest. As an illustration: The quarennial weighing of the mails just completed shows an increase in mail handled at the Illinois Central Station in Chicago of 60 per cent over the weighing four years ago. The railroad has carried this tremendous increase in weight without increase in pay. This injustice can be partially remedied by weighing the mails and readjusting the pay annually and even

then the railroads will lose the increase during the year.

2. Railroads receive a very small additional allowance when the postal service demands the exclusive use of a full car for distributing purposes, the rates being as follows:

For a 60 ft. car \$.055 per car mile.

For a 50 ft. car .045 per car mile.

For a 40 ft. car .035 per care mile.

It will be noted that the railroads receive for the carrying of a full 60 ft. postal car less than six cents per car mile, or less than the fare of three passengers at two cents a mile, although frequently these cars carry five to ten postal clerks for which the railroads receive no pay.

The railroads furnish a very large number of cars called "mail apartment cars," in which the space assigned to the government for distributing purposes is less than a full car.

Postmaster General Hitchcock, in a report to Congress dated August 12, 1911, makes the following comment relative to this matter:

"No additional compensation is allowed for space for distribution purposes occupying less than 40 feet of the car length. This distinction is a purely arbitrary one and without any logical reason for its existence. It affords a striking example of the unscientific and unbusiness-like methods now followed in adjusting railway mail pay."

The railroads ask for pay for space furnished in such cars at the following rates:

30 ft. apartment \$.027 per car mile.
 25 ft. apartment .022 per car mile.
 20 ft. apartment .017 per car mile.
 15 ft. apartment .013 per car mile.

Certainly this is a reasonable request.

3. Railroads are not only underpaid for transporting the mails, but they are required to carry the mails between station and postoffice at nearly all terminal stations and all side stations where the post office is within one-quarter of a mile from station. No pay whatever

is allowed for any of this service, and in addition the railroads are required to furnish considerable space in stations for use of government clerks without additional pay. Scarcely anyone will deny that this service should be paid for.

4. Only the government demands contracts where the compensation and conditions are left indefinite and subject to the arbitrary interpretation of one of the parties to the contract.

Shipping U. S. Treasury Funds by Mail at the Expense of the Railroads

By Committee on Railway Mail Pay

THE Treasury Department, acting in concert with the Post Office Department, has issued an order which became effective August 16th, directing that all public moneys and securities transported between the Treasury, the Sub-Treasuries and the banks shall hereafter be carried by registered mail, instead of by express. This order involves results to the railroads concerning which the public should be fully informed.

The express companies have hitherto earned about a half-million dollars yearly by the performance of this service. Approximately 50 percent. of this sum, or \$250,000 annually, was paid by them to the railroad companies for the facilities of transportation.

Both the railroads and express companies will be deprived of these revenues, but the railroads, unlike the express companies, will by no means be relieved of the service, since it is obvious that whether the public moneys and securities are sent by express or by mail, the facilities of the railroads must be used in either case.

For carrying the public moneys and securities as *mail* the railroads will receive no compensation whatever until the Government again weighs the mails to ascertain the tonnage being carried. This is done only once in four years. Even then, the rates the railroads will receive for transporting the funds will

be so utterly inadequate, by comparison with the unusual value of such shipments and the fair worth of the service to the Government, as to amount practically to nothing.

The rates paid the railroads for carrying the mails are based upon the service of transporting such things as letters, printed matter and small merchandise. These make up the great bulk of the mails, and with few exceptions are of relatively small intrinsic value.

Rates commensurate with service of this character cannot, by any recognized economic principles, be held commensurate with the service of carrying enormous sums in money and negotiable securities, the shipments of which by the Government probably exceed two billions of dollars annually.

A Claim of Saving Analyzed

The new arrangement has enabled the Treasury Department to claim that a saving will be made equivalent to the entire amount hitherto paid to the express companies, because the Treasury is to receive from the Post Office Department the privileges of free postage and free registration upon all shipments of currency and securities.

It would be a great error, however, to suppose that the revenue loss to the carrier companies will be a real saving to the Government. The Treasury expense, it is true may be somewhat de-

creased, but Post Office expenses will necessarily be materially increased.

This will inevitably result from the fact that there is to be imposed upon the Post Office Department the performance of important new duties hitherto regarded as lying wholly outside the proper scope of the postal service.

Moreover, the cost of insuring public moneys and securities in transit has hitherto been borne by the express companies and included by them in their charges. This expense must now be assumed by the Treasury Department and will be an offset to the gain exhibited by avoidance of the express charges. The Treasury Department will naturally be obliged to make arrangements for insurance through other agencies, presumably the corporations which are engaged in general commercial insurance.

The net results of the change, therefore, seem to be:

1. To oblige the railroads to render for practically nothing the actual transportation service required in effecting transfers of the public funds.

2. To separate the risk of insurance in transit from the general transportation duty and turn this business over to new interests, at rates not as yet disclosed.

3. To transfer from the express companies to the Post Office Department the duties involved in the actual handling, collection, delivery and custody of thousands of extremely valuable packages not hitherto carried in the mails.

IN THIS ANALYSIS IT WOULD APPEAR THAT THE ONLY REAL AND TANGIBLE SAVING OF EXPENSE TO THE GOVERNMENT LIES IN THE SUBSTANTIAL ELIMINATION OF PAYMENT TO THE RAILROADS FOR THE TRANSPORTATION SERVICE.

In other respects nothing but a change in agencies is effected, which is as likely to increase as to decrease costs.

This must be held true unless the Post Office Department is to be credited with the ability to operate more efficiently, and at lower labor costs,

than the express companies, or unless the Treasury Department is enabled to obtain abnormally low premium rates from the insurance companies, by reducing the risk in transit at the expense of the railroads.

Safeguarding in Transit

For instance, insurance premiums are naturally based upon the opinions entertained as to the risk, and the risk assumed, in the case of money shipments, certainly depends largely upon the degree of physical protection afforded. It is in every way probable that the new interests which are to be awarded the business of insuring the Government funds in transit will insist upon unusual forms of protection, as part of the bargain, especially in the case of the very large individual sums that are quite commonly transported in the financial operations of the Government.

It may well be anticipated, therefore that the railroads will be called upon, from time to time, to carry not only the government's money, but also to carry, free, armed guards, as "agents in charge of the mails," or even to furnish special cars without additional compensation.

For precedent upon these points, it may be recalled that when the Treasury Department, last summer, shipped \$100,000,000 in gold from Philadelphia to New York, as "parcel post," the Post Office Department required four special cars, for which no additional payment was made, and also the transportation for the round trip of 100 guards without payment of fare.

Cost Will Fall on Railroads

If by exacting such forms of special service, and insisting upon the free transportation of armed guards, as postal agents, the Treasury Department is enabled to obtain abnormally low rates of insurance, the saving will quite evidently be effected at the expense of the railroads.

Under the practice heretofore of shipping the governmental funds by express, the express companies furnished the guards, supplied the safes in which the moneys were carried and paid the rail-

roads for the use of their facilities and for the transportation of the money, the safes and the guards.

Proper Scope of the Mails

The laws of this country limit the Post Office Department to the payment of an indemnity "not to exceed \$100 for any registered piece." The indemnity on the parcel post, upon payment of an extra insurance charge, is limited to \$50 per package. In the International Postal Union mails the indemnity limit is 50 francs per piece, or about \$9.35.

Does it not seem apparent, from the small amount of indemnity permitted by law, that Congress has never intended that the mails should go beyond a service of ordinary convenience to the general public?

If the Treasury Department can use the Post Office Department, and consequently the railroads, in the manner contemplated by the order respecting the shipment of public moneys, what is to prevent the War and Navy Departments from shipping their supplies by mail, with United States troops and marines as armed guards, to be carried free by the railroads as "agents in charge of the mails"?

* * *

ACTION BY CONGRESS PENDING

The entire subject of readjusting the compensation to the railroads for carrying the mails is still in the hands of Congress. Until some adequate steps are taken by the legislative branch of the government to insure that hereafter the payments shall be upon a fair basis for service rendered, it would appear that both propriety and justice require the executive departments of the government to refrain from imposing additional burdens upon the railroads.

The occasion would seem to be appropriate for recalling the confidence expressed by President Wilson in his letter to Secretary McAdoo, on the opening of the Federal Reserve Banks last fall, when he said:

"No doubt, in the light of the new day, with its new understandings, the problems of the railroads will be met

and dealt with in a spirit of candor and justice."

* * *

"WE OUGHT TO DO THE FAIR THING BY THE RAILROADS"

"The postmaster general is responsible for the deficit, if there be a deficit. He is naturally very anxious not to have a deficit. He is very anxious to make a good showing.

"But we ought to do the fair thing by the railroads. It is easy enough to make a statement showing the profitable operation of the parcel post if you do not pay anything for the carriage and do not charge overhead expenses."—Ex-President William H. Taft, at Twenty-first Annual Convention, Pennsylvania Bankers' Association, Cape May, N. J., June 17, 1915.

THE GOVERNMENT SHOULD SET THE EXAMPLE IN FAIR DEALING

When the United States government engages the second industry of the land in a pitiless war over the proper pay for a railroad hauling a pound of mail, some sort of surprise is not out of order. It is reserved for Americans alone to see howitzers taken up to settle a question of accounting.

The railroads claim that the government is not paying them sufficiently for carrying the mails, and the government is just as loud in its denials and counter assertions that the railroads are overpaid. Incidentally no railway mail pay legislation was enacted at the last session of Congress as a result, and now both sides are preparing for a display at the December session of Congress.

Chairman Moon of the Congressional Committee seems to be imbued with the spirit of driving a good bargain and "saving millions for the Government." But the public, who must support the railroads, through the passenger, freight, express and mail tolls, certainly expects the government to bear its fair share. A million clipped off the mail pay will mean a million added somewhere else.

One congressional committee has already submitted a report favoring more liberal compensation, and Congress

should either accept its finding or be in a position to prove its falsity. The railroads have suggested that the matter be left to the Interstate Commerce Commission.

But more important than all other considerations is the question of ethics.

The government has the power to compel the railroads to carry the mails at a loss, possibly, but its power should not be so misused. A government that demands frank and honest dealing between the business men of the nation

should take every opportunity to set an example.—From the Chicago Tribune, July 19, 1915.

* * *

The Post Office Department should deal, as should all departments of the government, fairly with all citizens and the Post Office Department in using the trains and locomotives of a railroad is really using the property of the citizens who own the stock of the railroad.—Providence, R. I., News-Democrat, July 7, 1915.

Good Roads Day, Fulton, Ky., and Vicinity

July 29th was Good-Roads Day in the territory above referred to. The day was declared a Holiday by the various municipalities. The idea behind the move was to complete on that date a public highway known as the Paducah-Fulton-Memphis Highway connecting the three points mentioned. The following named Illinois Central employes volunteered their services and that they worked to advantage is evidenced by the letter of appreciation from the Merchants and Business Men's Association which follows:

| | |
|------------------------|------------------|
| S. Holt, | S. Alverson, |
| J. W. Shepherd, | B. F. Evans, |
| H. B. Dezonias, | H. C. Choate, |
| E. Bodamer, | W. B. McAdams, |
| W. H. Purcell, | C. P. Carlton, |
| W. H. Cox, | R. E. Pickering, |
| R. E. Hubbard, | J. M. Hoar, |
| T. J. Travis, | W. A. Boyd, |
| W. A. Love, | Paul Croft, |
| H. S. Moulder, | E. C. Miller, |
| W. W. Johnson, | T. M. Pittman, |
| H. T. Snow, | F. S. Irby, |
| C. A. Stephens, | W. W. Claypool, |
| G. B. Butterworth | J. I. Williams, |
| Nat Morris, | Vodie Hardin, |
| A. T. Nelson, | D. C. Ligon, |
| P. P. Pickering, | W. H. Norman, |
| G. L. Freeman, | F. Carpenter, |
| W. C. Valentine, | Utus Hardin, |
| V. D. McAlister, | R. Stilley, |
| Mose Profit, colored, | |
| Will Hopkins, colored, | |
| Dyal Lewis, colored, | |

Geo. Roberts, colored,
Elmus Haris, colored,
Wes Clayton, colored,

Merchants and Business Men's Association

Fulton, Ky., July 31, 1915.

Mr. J. J. Pelley, Supt., I. C. Railroad Company, Fulton, Ky.

Dear Sir:

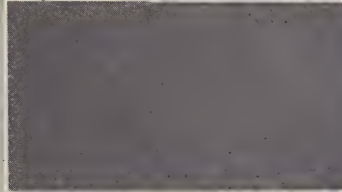
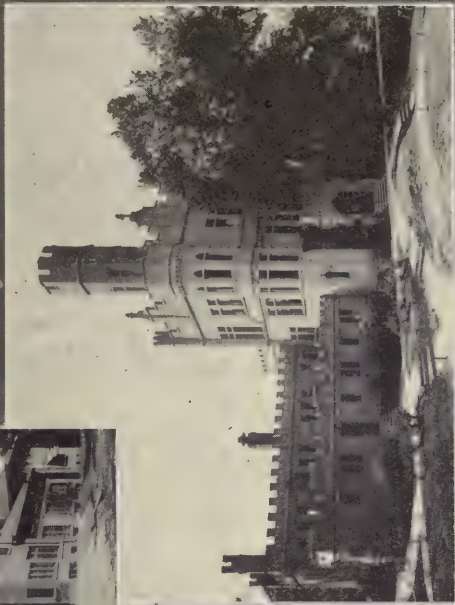
Your appeal to your officials and the men working under them to co-operate with us in working the Paducah-Memphis highway brought wonderful results. The full force, as promised in your letter to our committeemen, reported for duty early Thursday morning, armed with the necessary tools, and every man shouldered his part of the responsibility in the work. They all worked like Trojans from early morning until late in the afternoon and we ask that you please convey our thanks and appreciation to every man who worked on that day. They very materially assisted us in convincing the rural people that business men are real workers.

By order of the Board of Directors of the Merchants and Business Men's Association at a special meeting July 31, 1915.

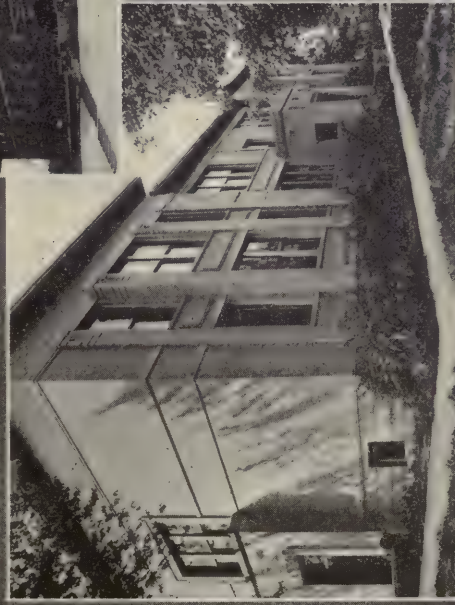
(Signed) Joe Browder,
Supt. for West Section.
W. R. Butts,
Supt. for East Section.
J. D. Davis,
Sec'y of the Ass'n.

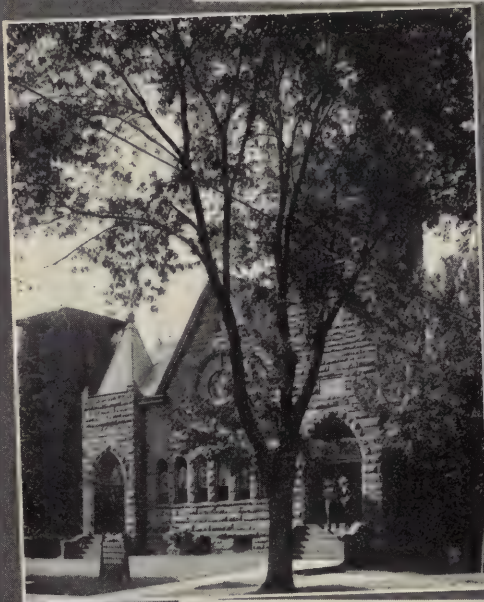


University, Carbondale Ill.



University, Carbondale Ill.



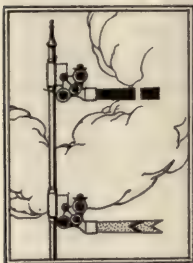


Churches
of

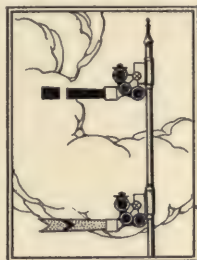


Carbondale
III.

SAFETY FIRST



**COURTESY
AND
EFFICIENT
SERVICE
ALWAYS**



Safety Meeting, Vicksburg Division

PRESENT

Mr. T. L. Dubbs, Superintendent.
Mr. F. R. Mays, Trainmaster.
Mr. J. W. Welling, Roadmaster.
Mr. J. M. Chandler, Chief Dispatcher.
Mr. C. Linstrom, Master Mechanic.
Mr. H. Fletcher, Traveling Engineer.
Mr. A. S. Hurt, Division Agent.
Mr. J. M. Simmons, Division Claim Clerk.
Mr. E. D. Meissonnier, Division Storekeeper.
Mr. Z. T. Jolly, Claim Agent.
Mr. G. L. Darden, Claim Agent.
Mr. C. R. Myer, Assistant Engineer.
Mr. W. Shropshire, Supervisor B. & B.
Mr. H. Maynor, Supervisor.
Mr. F. R. Bishop, Supervisor.
Mr. C. J. Harrington, Supervisor.
Mr. W. H. Rode, General Foreman, Cleveland.
Mr. J. McClendon, General Foreman, Greenville.
Mr. L. M. Elliott, Agent, Rolling Fork.
Mr. E. C. Davis, Agent, Greenville.
Mr. S. Simmons, Chief Clerk.

ABSENT

Mr. George McCowan, Special Agent.
Mr. R. P. Walt, Agent, Cleveland.
Mr. G. B. McCaul, Agent, Leland.
Mr. B. B. Kinard, Agent, Rosedale.
Mr. G. A. Hopkins, Ticket Agent, Greenville.
Mr. R. L. Dillehay, Foreman Water Works.
Mr. W. L. Carter, Claim Agent.

THE Third Quarterly Division Safety Meeting held at Greenville on Thursday, July 15th, Superintendent presiding.

Introductory

The minutes of the last meeting were read by the Secretary and the various subjects which had been discussed, were gone

over in a general way for the benefit of those who failed to attend the last meeting, as well as for the purpose of keeping the subjects live in the minds of all present and also to ascertain what had been accomplished along these lines during the past ninety days.

The Superintendent gave quite a nice talk on the subject of "Safety First," its meaning and what can be accomplished by the close observance to all of the details connected with the move.

Attention was called to the fact that the Vicksburg Division was making considerable progress along these lines and with the continued efforts on the part of all concerned, the result desired would surely be obtained.

All present were then called upon to prepare for the discussion of the new subjects to be brought up and also to present such subjects as they thought would be of interest or for the benefit of the Railroad and the public at large.

New Subjects

Location of structures.

Use of blue flags.

Personal injuries.

Use of racks in coaches.

No-disability releases.

Stock on way-lands.

Motor cars.

Signs on cotton platforms, etcetera.

Inauguration of trespass law.

Safety first cards.

Location of Structures

Attention was called by one of the members to the fact that it seems to be a general practice on the part of people building seed houses or other structures, to place them too close to the track, which causes quite a hazard from a personal injury standpoint as well as damage to property.

All division officers were instructed to make a vigorous campaign of conditions existing at all points on the division and where it was found that structures did not afford proper clearance that they immediately handle with the owners personally and if unable to succeed in interesting them to such an extent that the building or other structure be moved back sufficient distance, that the matter then be called to the attention of the Superintendent who would personally visit such property owners with a view to secure their co-operation in our campaign to improve conditions, eliminate hazards, and prevent injuries to persons and damage to property.

It is felt that by following up each individual case in this manner, that we would soon interest all concerned and secure the results desired.

Use of Blue Flags

A communication was read which originated in the office of one of our general officers, which had reference to a recent case where this company had been required to pay out a considerable sum to a car repairer who was seriously injured while working under a cut of cars due to the fact that switching crew disregarded blue flag which had been properly

placed by the car repairer before going under the car to do the necessary work.

The matter was canvassed with a view of ascertaining if the blue flag signals were being properly observed at all points on this division so as to prevent an accident of this nature. It was stated that no failures to observe blue flags had been found, but in order to prevent any trouble of this character the matter would be thoroughly handled with all mechanical men, who would be impressed with the importance of using blue flag in all instances; and train and enginemen who would be impressed with the importance of strictly observing the presence of a blue flag whenever and wherever found.

Personal Inquiries

Notwithstanding the fact that this subject has been discussed at practically every safety meeting held on this division for the past three or four years, it was felt that its importance was so vital that it warranted handling at every meeting, as the only way to improve the situation to any great extent was by keeping the subject before all employees constantly.

It was noted that with the exception of a few old cases, which have been pending for several months, and in some instances for a year or more, which were just settled and charged to division expenses within the past month or two, that we were keeping the number of personal injuries down to a minimum, insofar as avoidable cases were concerned, and that the showing as a whole is very favorable.

The claim agents present stated that they had noticed a marked decrease in the number of personal injuries sustained as well as in the nature of the injuries, and they agreed with all others present that by continually impressing each and every employe with the importance of exercising the greatest possible care to prevent personal injuries, and then going into each case thoroughly, showing the parties at fault how to prevent injuries of this kind in the future, that we could accomplish a great deal.

Use of Racks in Coaches

In line with the "SAFETY FIRST" movement, attention was called to the hazard of permitting passengers to place large grips or other packages in the racks in our passenger coaches, a case being mentioned where a passenger was seriously injured recently on account of being struck on the head by a large package falling from a rack, which accident occurred on another division, and resulted in the payment of a large amount in settlement of the claim.

It was suggested that we watch this feature closely and issue instructions to all trainmen to handle with passengers and prohibit the placing of large packages of any nature in these racks, explaining to these passengers the danger which accompanies such a practice.

In this connection the matter of leaving large suit cases, grips, etc., in the aisles of coaches was mentioned, it being stated that this practice constitutes quite a hazard and is one which should be discontinued.



Residences, Carbondale, Illinois



After some discussion it was decided that the best method of handling such cases would be to have all trainmen call the attention of passengers who have several grips or other packages to this matter and explain to them the hazard caused by placing these articles in the aisles of coaches, and show them that the best way to have such packages handled would be to take them to the baggage room and have them checked, it being thought that in this way we could greatly improve the condition now existing.

In addition, it was suggested that trainmen watch this very closely when going through trains, and whenever grips, suit cases or other large packages are found in the aisles, that they assist passengers in placing such baggage between the seats or in the seats with them in such a way that they will not interfere with their comfort, and at the same time eliminate the possibility of some other passenger being injured on account of falling over such obstructions.

No Disability Release

The matter of having no disability releases executed by employes who receive slight injuries, and as a result of such injuries lose no time, was brought up and discussed, it being agreed that a very good plan would be to have each foreman or other employe in charge of a number of men provided with a supply of these releases, with instructions to have a release executed immediately after an employe receives a slight injury, and send this release to the head of the department with the 477 report, and in this way the one report will open and close the case without the necessity of writing several letters.

The good to result from this practice was very evident and arrangements will be made at once to supply all concerned with some of these releases so that the plan recommended can be put into effect immediately.

Attention was called to the fact that the present practice of having one dollar releases executed by employes who are slightly injured, and as a result of such injuries lose no time is causing the company to pay out large amounts each month, which unnecessary expense can be eliminated by the placing of the above-mentioned plan into effect.

Live Stock on Way Lands

During the past two weeks we have been conducting a vigorous campaign with all concerned, with a view of reducing the number of head of live stock, both large and small, which is struck on our waylands, to the lowest possible minimum, and with this end in view division officers have been making motor car trips over the territory of the various claim agents. The superintendent, roadmaster, supervisors and claim agents have been making these trips, taking pictures of the stock found on the waylands, and then calling on the owners of the stock and explaining the danger of this practice, as well as the exceedingly large amounts that we are required to pay out monthly in settlement of stock claims, and tried to secure their co-operation with a view of keeping all live stock off of our waylands at all times.

Quite a number of pictures were presented at this meeting showing the stock found at various points during recent trips.

Each picture was discussed thoroughly with a view of ascertaining just what action was taken to see if there was anything further that could be done for the good of the service.

It was found that in practically every case where these matters were called to the attention of the owners they expressed their willingness to assist us in correcting these undesirable conditions, and at this time some improvement is already apparent, and it is expected that a decided improvement will be noted before our next meeting.

Motor Cars

Although this is a subject to which we have devoted a great deal of time, it is felt that we cannot devote too much time to the education of all employes to the careful handling of motor cars, restricting the speed, displaying proper precaution under unfavorable weather or other conditions, using proper and efficient lights when it is found necessary to operate cars after dark, and also to become thoroughly familiar with the various working parts of the machinery so that accidents due to defective machinery can be eliminated.

The greatest trouble experienced with motor cars operated on this division during the past few months is careless handling by men in charge, this being a matter entirely within our control to correct. All supervisors will handle personally with foremen or employes who have anything to do with the operation of motor cars and see that they understand that they will be held entirely responsible for any accident which may occur, and that in cases where men display a disposition to disregard the instructions governing the careful handling of these cars, that they will be removed from the service.

Signs on Cotton Platforms

Attention was called to the fact that in some localities a great deal of trouble is experienced on account of small children playing around and upon our cotton platforms, and the possibility of such children being injured by falling from platform or by trains switching at or near such platforms.

In order to correct this, it was suggested that a sign be placed on all such structures prohibiting persons from playing on or around such structures, and in addition that all employes at stations call attention to these signs and insist upon the instructions being complied with.

Another feature attached to this practice is the fire risk due to persons when playing around such structures dropping lighted matches which may result in serious damage to property.

Inauguration of the Trespass Law

It was suggested by a member that as much pressure as possible be brought to bear upon the various state legislatures with a view of having laws passed which would hold the railroad company harmless in case of injury or death in a trespasser, it being stated that in some states this law is now in force, and the result is very satisfactory.

At the present time we are paying out large sums of money each year in settlement of claims for injury or death of trespassers, which is felt unjust, and in order to eliminate this expense and bring about a much better condition gen-

**Safety
First
Cards**

erally it was thought that we should do everything possible to have such laws passed, as it would bring about the condition such as mentioned above.

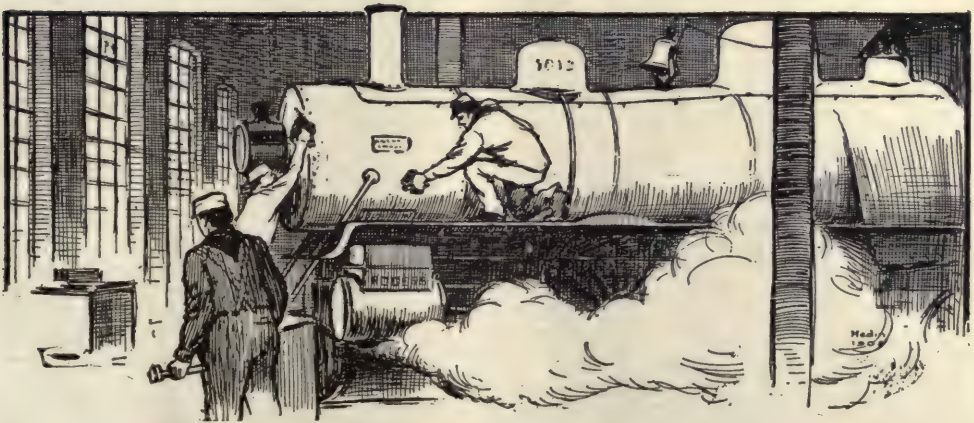
The subject of all employes filling out and forwarding safety first cards to cover each hazard noted was discussed and attention called to the apparent neglect upon the part of all concerned to handle these cards in accordance with instructions.

During the past quarter only ten cards had been received, notwithstanding the fact that quite a number of the members present admitted that they had noticed conditions from time to time which should have been reported, but for one reason or another the card was not sent in.

After discussing this matter thoroughly with all present it is felt that a decided improvement will be found at the next meeting.

Adjournment

After a general discussion of all subjects brought up, there being no more new subjects suggested, or no new points in connection with the subjects already discussed, the meeting adjourned.



*Holstein-Frisian Cattle
near Carbondale Ill.*



Sample of good roads.





Industrial, Immigration and Development Department

Illinois Central Demonstration Farm Meetings

By J. C. Clair, Industrial and Immigration Commissioner

Since the location of the twelve Demonstration Farms in 1911 by this Company along its lines in Mississippi and Louisiana and the addition of nineteen farms since that time, great strides have been made in diversified agriculture in the above named states and particularly in the localities where these farms have been operated under the direction and supervision of our agriculturists.

In the early stages of this demonstration work, it would have been almost impossible to have induced the farmers and planters to attend agricultural meetings, such as have been held this year on the Illinois Central Demonstration Farms, where the farmers turned out en masse, eager to learn more about practical, as well as scientific farming. The spirit of co-operation was manifest on every side, as well as a determination on the part of the communities to bring about the highest agricultural development possible. The key-note at all these gatherings was "diversification," and as a fertile soil means a rich and prosperous people, and as no community can advance much beyond the fertility of its soil, the most important lesson to be taught the farmer is the rebuilding of the soil, not by the application of commercial fertilizer alone, but by growing legumes and applying limestone and rock phosphates as well as natural fertilizer from the barn yard, which necessitates the growing of live stock.

This last thought was very forcibly demonstrated at the first meeting held at McComb on July 20th in a new dairy barn just constructed on our Demonstration Farm at that point, and owned by Mr. Freeman Hales.



DAIRY BARN AT McCOMB, MISS.

The meeting being held in this up-to-date barn was in itself an education to many farmers, for some of those present had never been inside of a really modern and well-kept dairy barn. About two hundred farmers and dairymen with their families attended this meeting.



DEMONSTRATION FARM AT FLORA, MISS.

The meeting on our Demonstration Farm at Flora July 21st was pronounced by many as being the best farmers' meeting that was ever held in Madison County and the following clipping descriptive of same is taken from the local press:

Flora, Miss., July 24.—(Special)—The farmers' picnic at Anderson's, though predicted to be an assured success, surpassed all expectations. More than a thousand people attended and there was a most excellent and elaborate dinner served in the beautiful shady and spacious grove near the home of Mr. John Anderson. There were barbecued lambs, roasts and chickens with everything else that goes to make a grand picnic dinner or please the most exacting epicurean appetite. The weather was ideal—mild, salubrious and balmy, and the bright, beaming rays of "Old Sol" were mitigated to the extent of being even soft and gentle, while the cool, leafy shade of the lovely grove contributed much to the comfort and joy of the happy "picnicers." Many men of prominence were present, among them being Messrs. Harper, Brumfield, Rigby, Cothorn and Webb of the Illinois Central Railroad and Messrs. Parker, Moore and Jordan of the U. S. Department of Agriculture, who entertained the company with excellent speeches on scientific farming. An agricultural demonstration was also given which afforded much pleasure and instruction to those present. This was strictly a farmers' picnic and no time was allowed to political speakers.

Much credit is due Mr. Anderson for the splendid success of the picnic and for the delightful hospitality shown by him and his estimable wife.

The O'Reilly, Miss., Demonstration Farm meeting on July 23rd, was the first of its kind to be held in that vicinity and its success is clearly shown by the accompanying write-up from one of the Greenville papers.



DEMONSTRATION FARM AT O'REILLY, MISS.

Mr. Louis Waldauer's plantation at O'Reilly was the scene yesterday of one of the grandest celebrations ever pulled off in the Delta: Over 2,000 visitors were present, including many prominent men of the state and a number of high railroad officials.

At 10:00 o'clock in the morning was held a farmers' meeting and instructive addresses were made along the lines of diversification and intensified farming. Prof. J. W. Carpenter of A. & M. college made an excellent talk on "Live Stock." Mr. H. J. Schwieter, traveling immigration agent of the Illinois Central Railroad, spoke at length on "The Needs of the Delta." Mr. J. M. Rigby made a splendid talk on "Agricultural Efficiency." Hon. T. S. Owen of Cleveland ably discussed the "Good Roads" question. Among the other speakers were J. C. Clair of Chicago, industrial commissioner of the Illinois Central Railroad, and his assistant, Grantly B. Harper, of Memphis; Bradner J. Moore, agent of the U. S. Department of Agriculture; C. N. Brumfield, of the Y. & M. V., and R. C. McInnes, agricultural commissioner of Bolivar county, were present and joined in the discussion of matter of importance to the farmers of the Delta.

At 1:00 o'clock the barbecued dinner was announced, and the visitors gathered around the table and were served by Mine Host Waldauer with the finest barbecued beef, mutton and pork with all the appetizing side dishes necessary to make the menu complete.

Taking it all in all, it was a big day for O'Reilly, and the success of the event is in the greatest measure due to the energy and progressive spirit of Mr. Louis Waldauer.

While the attendance at our meeting at Corinth, August 10th was not so large as at some of our other Farms, at the same time every one present was a practical farmer seeking scientific knowledge and improved methods of agriculture. Chas. N. Brumfield, Agriculturist of the Illinois Central Railroad, delivered an address on general farm topics, followed by J. W. Willis, of the U. S. Department of Agriculture, who made a talk on "Demonstration Forces." Mr. G. W. Strickland, owner of the Demonstration Farm, described the manner in which the crop was raised. The



DEMONSTRATION FARM AT CORINTH, MISS.

"Weekly Corinthian" gives the following brief history of this Demonstration Farm, together with the results obtained by following the scientific methods advocated by the Illinois Central Railroad's Agriculturists.

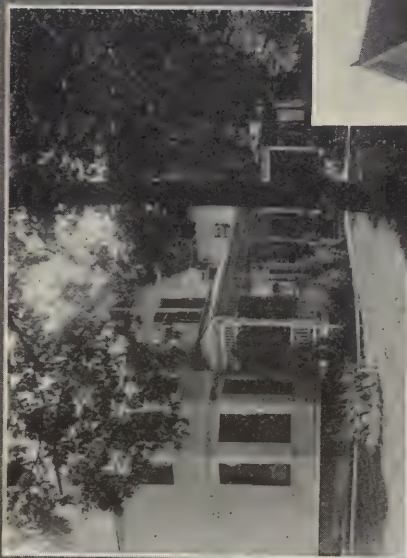
In the fall of 1912, the Illinois Central Railroad Company, through its Industrial and Immigration Commissioner, J. C. Clair, located one of its Demonstration Farms on the plantation of G. W. Strickland, about one and one-half miles southeast of Corinth. Keenly realizing that a permanent and progressive agriculture depends upon a fertile soil, the first and foremost problem was the resuscitation of the land, the fertility of which had been depleted by constantly cropping it in cotton. To increase and maintain the fertility of the land legume crops, such as peas and clovers were grown, and as a result larger yields and better grades of all crops have been harvested the past two years than was grown the first year under the new methods. In 1913, this farm produced on an average of 24 bushels of corn per acre as compared to 40 bushels per acre in 1914, or an increase of 16 bushels per acre, and the indications are that it will sustain its reputation of last year, in spite of the prolonged drouth prevailing a few weeks ago. Plenty of humus, deep plowing, and shallow cultivation are the three essential factors in conserving moisture, all of which were employed on the Illinois Central Demonstration Farm. The land for the corn was plowed seven inches deep in the spring of the year, then thoroughly harrowed and pulverized before planting the seed, and the corn was cultivated five times very shallow.

This farm is operated for the benefit of the farmers in the vicinity of Corinth and The Corinthian urges all farmers to avail themselves of an opportunity to visit this farm and put into practice on their own farms the methods employed by Mr. Strickland. Let the bankers and business men and farmers unite in this progressive movement for a richer agriculture, because the prosperity of our city depends upon the prosperity of the farmer.

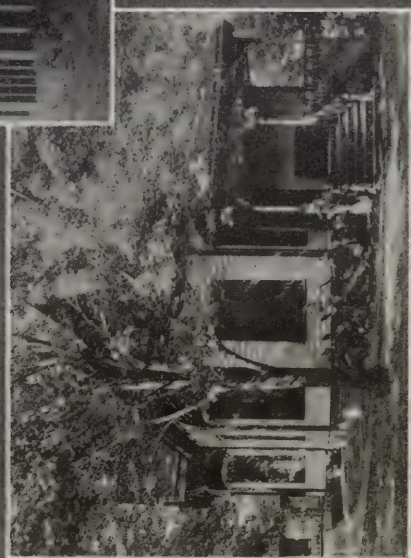




Carbondale Ill.



Residences





Grade Reduction—Kentucky Division

By F. G. Walter, Jr., Assistant Engineer

DURING the year just passed the Illinois Central Railroad Company has completed important improvements on the Kentucky Division between Princeton and Paducah. The heavy grades on this line have been reduced and the alignment has been improved. The line from Princeton to Eddyville, a distance of eleven miles, has been converted into double track, and the freight yard at Princeton has been extended. To accommodate the longer trains which will be handled on account of the reduction of grades, the passing tracks at Princeton, Gravel Switch, Calvert and Clarke have been lengthened.

Grades affecting south bound traffic were reduced at the following points: Miles 181, 182 and a part of mile 183, just south of Princeton, two miles at Dulaney, three miles between Kuttawa and Iron Hill, and at Grand Rivers. Grades affecting north bound traffic were reduced at Grand Rivers; between Cumberland and Iron Hill and between Eddyville and Dulaney. Originally all of these grades were 66 feet per mile, except south of Princeton, where the grade was 53 feet per mile. The revised grades are 39 feet per mile against north bound traffic and 26 feet against south bound, and are compensated for curvature. As a result of the grade revisions Mikado engines, which formerly handled trains of only 1,350 tons north bound and 1,450 tons south bound, will now handle 2,250 tons north bound and 3,000 tons south bound.

Surveys and plans for the work were completed in June, 1914, and construction was begun in the same month. All of the work had been completed in August, 1915. The work of clearing, grubbing and grading, installing culvert pipe and concrete construction was let out by contract. All of the track work and timber bridge construction was done by the Kentucky Division road department forces.

On the work south of Princeton the grades were reduced without change of alignment, and the new second track was built on the east side of the original cen-

ter line. The freight yard and passing track extensions were made on west side on mile 182. At the two summits of the old grade line depressions of 10 feet and 12 feet were made, the latter being in a rock cut, and the maximum raise above the old grade line was 8 feet. Provision had to be made for doing the work with the least interference with traffic. The grading was completed as far as possible on each side of the old track, and the new tracks, laid on completed portions of the grade, carried the traffic while the grading under the location of the old track was being completed. The material excavated from the cuts was used in raising main line fills and widening for second track and for grading the yard extension. The laying and ballasting of the main and yard tracks followed closely on the completed grades and the new freight yard was put in service April 1, 1915. The tracks on this and other portions of the Kentucky Division construction work were ballasted on gravel from the pit at Gravel Switch, and gravel was also used for raising tracks under traffic at points where this was necessary on account of the revised grades. The grading contractor on this part of the work was H. C. Hodges, Birmingham, Ala. The equipment used was one standard gauge steam shovel outfit and one wheeled scraper outfit. The material excavated by the steam shovel was loaded in 12-yard air-dump cars and the fills made by dumping and spreading. Grading work was begun in July, 1914, and completed in February, 1915.

On miles 184 and 185 the new second track is built adjacent to the old track on the west side without change of grade. From mile 184½, a distance of two miles south, a new track has been built on the west side of the old track, 40 feet distant near the north end and 14 feet at the south end. This forms the south bound track of the double track arrangement, the grade being 26 feet per mile, as compared with 66 feet per mile on the old single track, which under the new arrangement becomes

the north bound track, with the heavy grade descending in the direction of traffic. Similarly, between a point one mile south of Dulaney and a point one mile north of Eddyville, the old single track becomes the south bound track, the heavy grade being in favor of south bound traffic, and a new track on the east side, 1,900 feet distant at the farthest point, with a grade of 39 feet per mile has been built for north bound traffic. The grade of the new track ascends uniformly with compensation for curvature from mile post 191 to the summit near mile post 186, and is above the grade of the old track, on miles 191, 190 and 189. North of mile post 188 the new grade becomes lower than the grade of the south bound track, the greatest difference being 26 feet at the summit of the south bound track, 2,000 feet south of mile post 186, north of which point the grades converge and reach the same elevation at the summit in the north bound track near mile post 186. The summit cut is 6,500 feet long, and its greatest depth is 40 feet. On mile 187, although the two tracks are at different grades, they are in the same cut, the south bound track with the higher grade, being built on a bench along the side of the deeper cut for the north bound track. This method of construction saves the expense of the additional excavation which would be necessary if separate cuts were constructed. On miles 188 to 192, inclusive, the alignment of the new track follows the general direction of Dry Fork Creek a few hundred feet east of it and strikes the points of the projecting higher ground, so as to balance the cut and fill quantities. The heaviest fills are on miles 191 and 192, and these were made by hauling material from the summit cut near Dulaney. On this work the equipment used for grading the smaller cuts was one standard gauge steam shovel outfit and three grader and wheeled scraper outfits, also three small steam shovels loading into dump wagons. This equipment used in the summit cut included two 70-ton shovels, eighteen 12-yard and twenty-two 16-yard standard gauge air-dump cars.

The amount of excavation on the line between Dulaney and Eddyville was approximately 610,000 cubic yards. A great number of culverts had to be provided for the drainage into Dry Fork Creek. Three eight foot concrete arches were built and in all 1,822 lineal feet of concrete and cast iron pipe were placed, the size varying from 18 inches to 60 inches in diameter. Two public roads cross the line, one of which is carried under the track by means of a concrete subway, and the other crosses on an overhead timber frame bridge.

The south end of the new double track is one-fourth of a mile north of Eddyville depot. South of the depot a new passing track 4,000 feet in length has been provided.

In order to eliminate from the main track the sharp reverse curves in the small rock cut south of Eddyville a new main track was built between the rock cut and the depot and the old main track was converted into a passing track.

All of the grading and culvert work between a point near the south end of Princeton Yard and the south end of the new passing track at Eddyville was done by Winston Brothers Company, of Minneapolis, Minn., and their sub-contractors. The work was started in July, 1914, and completed in July, 1915. The new second track between Princeton and Dulaney was put in service in May, 1915, and between Dulaney and Eddyville, in August, 1915.

The old line between Kuttawa and Cumberland was perhaps the most difficult of operation of any of the line between Princeton and Paducah, on account of the heavy grades approaching Iron Hill in either direction and the great number of curves. The country between Kuttawa and Cumberland, lying on the inside of a great curve in the Cumberland River is comparatively rough, being interspersed with high ridges and deep drainage ways, the main ridge rising to a height of more than 200 feet above the river. The old line, which was constructed in 1872, was located so as to follow very closely the natural drainage of the country, in order to lessen the cost of construction, and consequently was built on grades and curves which are not suitable for economical operation with the equipment now in use and amount of traffic now handled. The new Iron Hill line is so located that the cost of grading was not excessive, in view of the difficult country traversed, and the saving in rise and fall of grade, in curvature and distance, as compared with the old line is considerable, and as compared with other proposed locations introducing more curvature the saving is ample to justify the additional cost of the line as it has been built. As compared with the old line the summit is lowered 21 feet, the amount of curvature decreased by more than 300 degrees and the distance shortened 2,230 feet. In addition the rates of grade are less, and the maximum curvature is two degrees, as compared with five degrees on the old line.

The amount of material excavated on the Iron Hill line was approximately 600,000 cubic yards, the distance being 5.18 miles. The summit cut through Iron Hill contained 407,000 cubic yards, its length being 4,200 feet and the greatest depth 76 feet. This cut was taken out with one steam shovel working two shifts, which began digging June 28, 1914, and cut out on December 21, 1914. The excavated material was hauled in both directions, and with the material from the other smaller cuts was used to make the fills for two miles in each

Kentucky
Division
Grade
Reduction

*New Line crossing over old line on Iron Hill
diversion just south of Kuttawa*



*New line through Iron Hill cut between
Cumberland River and Kuttawa*



*Grand Rivers Ky., showing
completed work.
The street at overhead bridge formerly
crossed tracks at grade.*



direction from the summit. Twelve-yard standard gauge air-dump cars were used, and the material was placed in fills by dumping from temporary wooden frame trestles. The fill at Poplar Creek, north of Iron Hill, contains 23,000 cubic yards, its length being 1,700 feet and the greatest height 65 feet.

The new line crosses the old line five times, twice near the lake south of Kuttawa, where the new grade is five feet above the old; at a point one mile south of Kuttawa four feet above the old grade; at construction station 206 thirty feet above, and at station 65 two miles north of Cumberland 20 feet above the old grade. At the two latter points the new track was carried over the old by means of temporary wood pile trestles. The old roadway has now been abandoned, and the track taken up and the temporary trestles will be filled. The crossing at station 239 was made by means of temporary grades and switches, and at the lake the crossings were eliminated by means of a temporary alignment of the new track, which was used until the old track was abandoned and could be removed. The alignment was considerably improved near the lake south of Kuttawa by building the new fill much nearer to the river bank than the old fill, and if it is found necessary protection against the current of the river will be provided by the use of riprap. In addition to a number of concrete and cast iron pipe culverts placed on the Iron Hill line, three waterways of reinforced concrete construction were built at the principal drainage ways. At Poplar Creek on mile 196 a double 14-foot concrete arch was built. South of Kuttawa a double 4 foot by 6 foot box culvert and spillway were built to carry the overflow from the lake under the new track. At construction station 56 north of Cumberland there was constructed a reinforced concrete combination subway and waterway. The structure consists of one opening $4\frac{1}{2}$ feet by 16 feet in width for carrying the drainage and directly above this an opening 12 feet in height by 16 feet wide for the driveway. The waterway portion of the structure extends beyond the base of the fill on each side and at an angle with that portion directly under the fill, so that the drainage does not interfere with the driveway at the ends of the structure. To provide a crossing for a public road located on the ridge at the Iron Hill summit a wood frame, overhead bridge was built near construction station 120. All of the grading, pipe, culvert and concrete work between Kuttawa and Cumberland was done by Walsh Construction Company, of Davenport, Ia. The portion of the line from Cumberland to a point one mile south of Kuttawa was put in service January 26, 1915, and the remaining portion April 9, 1915.

South of Cumberland the railroad crosses the Cumberland River and passes over the dividing ridge between the Cumberland and Tennessee Rivers to Gravel Switch, near the east bank of the Tennessee, the two rivers at this point being only two miles apart.

Grand Rivers, a town of several hundred inhabitants, is situated at the top of the dividing ridge, and lies on either side of the railroad. The original grades approaching the summit at Grand Rivers, from either direction, were 66 feet per mile and these have been reduced to momentum grades, equivalent to 26 feet per mile, by depressing the track 16 feet at the summit near the depot, where the main public road crosses. The depot was moved to a point 800 feet south of its former location and the old grade crossing of the public thoroughfare was replaced with an overhead bridge. On this work a temporary traffic track was built outside the slopes of the new cut and the excavation was handled with a steam shovel without interference with the regular traffic. The grading contractors were Winston Brothers Company, of Minneapolis, Minn., who also had the Dulaney contract. The work was finished in December, and traffic was put over the depressed track December 2, 1914.

The saving in operating expense between Princeton and Paducah on account of these improvements is considerable. In addition to the saving by reason of the increased tonnage per train there is considerable saving, especially in overtime expense, on account of less switching at Princeton and Gravel Switch, and fewer train movements, both on the portion of the line which has been double tracked and on the single track portion, where the grades have been reduced. Under the old arrangement all south bound freight trains handled 1,450 tons, Princeton to Gravel Switch, and filled out at Gravel Switch to 3,000 tons. Numerous turn-around runs were necessary between Princeton and Gravel Switch, to handle this additional tonnage to Gravel Switch. Under the new arrangement a Mikado engine handles a through train of 3,000 tons from Princeton to Paducah, and 2,250 tons from Paducah to Princeton.

The plans were prepared and the work executed under the direction of Mr. A. S. Baldwin, Chief Engineer, and Mr. F. L. Thompson, Assistant Chief Engineer. The location surveys were made by Mr. A. B. B. Harris, locating Engineer. The Assistant Engineers in the field in direct charge of construction were Mr. L. O. Sloggett, June 1, 1914, to November 1, 1914, and Mr. F. G. Walter, Jr., November 1, 1914, to completion. The Resident Engineers were Mr. H. W. Clowe, Princeton to Eddyville, and Mr. G. C. Wellman, Eddyville to Gravel Switch.

*Princeton Ky., showing tracks after
being lowered between Princeton and the
north end of Princeton yard.*

*Kentucky
Division
Grade
Reduction*

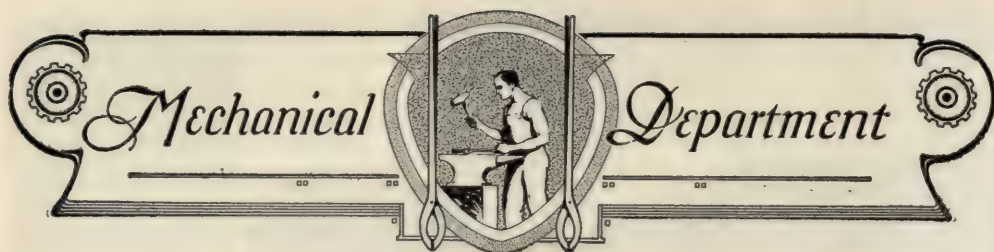
*Dulaney Ky., showing south bound track completed
and excavation being made for north bound track on
lower level*



*Showing change in main line at Lake Clough just south
of Kuttawa.*

*New main line not yet
thrown to permanent
position*





Keeping a Line on Daily Expense

By A. J. Gibney, Chief Clerk, Burnside Shops

ADVERSE legislation, increase in cost of rolling stock and materials, as well as increase in wages naturally, has decreased the earnings of every railroad in the United States and the railroad of today must make the pennies count, in order to overcome excessive drains on its treasury. It, therefore, behooves every employe to assist in overcoming the losses brought about as mentioned above. The supervising employe can do more towards effecting a saving than others, as he is the one that lays out the work, the one that should know cost of various operations, and the one that can save a few dollars here and there which amounts to thousands of dollars when all summed up. If, however, he is not in position to know just what his expenses are he is without any actual basis upon which to work and as a result cannot overcome extravagance. Therefore, the necessity of a daily check of all moneys spent, both labor and material.

No doubt, the allotment system (originating on this railroad in the mechanical department) is responsible for the daily check of expenses now being carried on. The importance of working on an allotment and the success derived from the allotment system has been such that other departments have taken it up. The system of allotment can easily be explained as follows:

A man receives \$100 per month, and if he is wise will bank, we will say, \$10 of this amount, leaving him \$90 for all expenses. Figuring on a 30-day month, this means that his daily allotment will be \$3 per day. If he fails to keep a daily check of his expenses, he is in no position to know until the end of the month his cost of operation, and as a rule, it will be too late for him to recuperate. Had he known the exact day on which he had overrun his allotment he could have made arrangements on the succeeding day to overcome his extravagance.

The allotment plan in the mechanical department and which has been handled at

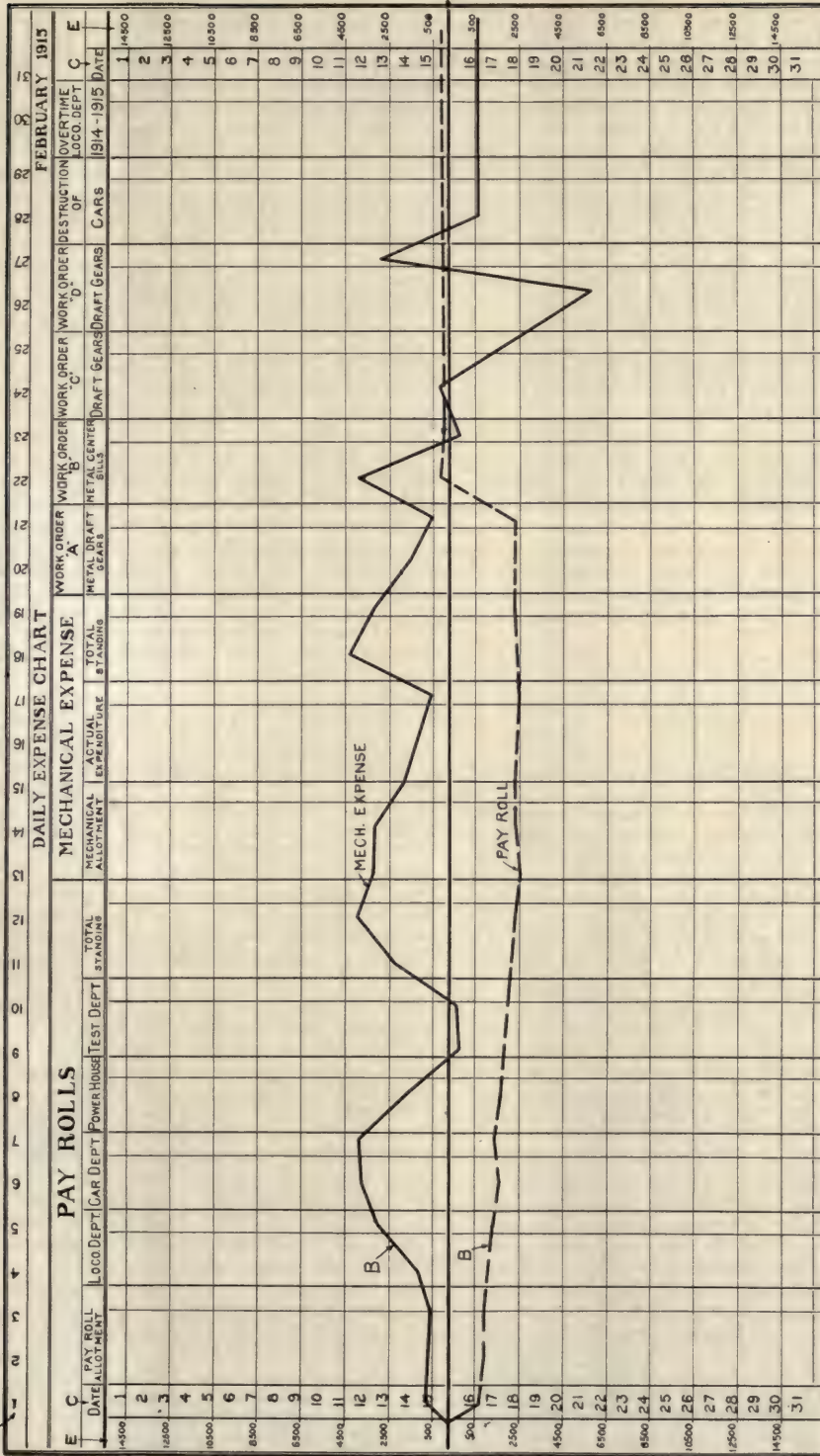
Burnside for a number of years is worked out literally, the same as above. The general superintendent of motive power grants each master mechanic a certain amount of money to cover one month's expenditures. This money is received in the early part of the month and the master mechanic in turn grants each of his foremen a certain proportion of the amount as given, and it is up to his foremen or in other words, the supervising employe, as mentioned before to distribute this money to the various gangs and see that expenses, both labor and material, do not exceed the amount as given. If we did not keep a daily check on the money expended we would be in exactly the same fix as the man that was allowed \$3 per day and who overran. It is an absolute necessity to know one day what you spent the preceding day in order to get results.

It is the intent of this article to submit the system in effect at Burnside (which covers two departments, namely that of the shop superintendent and master mechanic) and it is hoped that some benefit be derived by the readers, if not, this attempt will have been in vain.

The first necessity is, of course, a proper distribution of the moneys spent, to see that the department that actually used material or labor is charged with same, and too much cannot be said in line with this, as the whole basis of expenditures rests on this important feature. The second necessity is receiving reports of expenditures without delay, so that on one day complete knowledge is had of the amount of money expended the previous day. At Burnside, by telephone we are advised each morning by 10:30 o'clock the labor expenditures and by 1:30 o'clock of the same day we are able to have our material expenditures summed up; therefore, by 2:00 o'clock we know just how much money was expended, both labor and material, the previous day.

A certain master mechanic on this railroad once made the remark that he wanted

SHOP SUPERINTENDENT



NOTE
RED FIG. DENOTE 'UNDER'
BLACK " " 'OVER'

SHOP HOURS
LOC. DEPT. _____
CAR " " _____

Mech. Expense, Estimated _____
" " Actual _____
Difference _____

Pay Rolls, Estimated _____
" " Actual _____
Difference _____

to be able to tell at a glance at a statement, just what the statement reflected, as it saved him time and annoyance in figuring out the details. With this in mind, an expense chart has been perfected in this office which by the use of datum or zigzag lines, the master mechanic or shop superintendent can follow up the trend of expenses, that is, whether they are going up or coming down. Having been complimented on the manner in which this chart is handled and the results derived therefrom, I am giving below, a cut of the chart, thinking that this might be of assistance to others. This chart, you will note covers the month of February and to avoid any confusion to the reader the actual moneys have been omitted from the chart.

Explanation of chart:

Indicator "A" is a fixed line. When datum lines run towards the upper part of the chart this represents an overrun. When below line "A", it represents an underrun.

Indicator "B" represents datum lines. A solid line being mechanical expense and dotted line payroll expense.

Indicator "C" is date column and on a horizontal line with the various dates are entered under each column the expense for that date, etc.

Indicator "D" is used solely in connection with the datum lines.

Indicator "E" represents a fixed amount in money, and is also used in connection with datum lines.

Note:—To explain the foregoing we will call attention to the mechanical expense datum line on this chart. Place a rule horizontally across the page at the highest apex of the datum line and you will find that this apex is directly under line 4500. Now place you rule perpendicular with the sheet, and it will be found that this highest apex was reached on a line with figure 18, indicator "D." This means that on the 18th of the month the mechanical expense was over the allowance nearly \$4,500. By following out the same program, it will be found that the mechanical expense as shown on the chart dropped to nearly \$6,500 under on the 26th.

Insertions can be made on the bottom of this form in the places as indicated as a matter of information at the close of the month, and for permanent record.

The chart given, it will be noted, is for the shop superintendent. The columns work Order A, B, etc., to the right of the chart, I do not believe will be used by other master mechanics, but this is valuable information to the shop superintendent and it is for this reason that it shows on his chart. On the master mechanic's chart, in place of these items we show the bad order car situation; sufficient columns being placed on the chart to show bad or-

der situation at each point each day. Instead of running indicator "D" across the master mechanic's chart similar to that of the shop superintendent we use the same space for dates 1 to 31 directly over the expense portion of the chart and make another line of dates 1 to 31 over the bad order portion of the chart, and datum lines are worked on each portion of the chart. To take care of this bad order feature, we use instead of money as shown under indicator "E" at right of shop superintendent's chart, figures representing total number of cars. On the lower line of the chart, we place what in our opinion is the minimum number of cars on the division, and on the upper line, the maximum number and we are able to tell by looking at the datum line just what the fluctuation in bad order cars may be.

The fact is, a chart of this kind can be applied to a great many cases and I have named two which we find of great interest.

These charts are kept in a glass frame in the private office of the shop superintendent and master mechanic. Each day the clerk handling expense removes the chart from the frame, inserts figures for the previous day and rules his datum line one day further. The chart is permanently filed at close of the month and makes an excellent record.

Understand, that this chart is merely of a supplementary nature, and that we maintain detailed book records of all daily expense. It is useless for me to elaborate on this as I know similar records are being maintained in other mechanical department offices. One suggestion, however, that might be of interest and which enables us to keep a permanent indestructible expense record, is the use of loose-leaf sheets form 1237 and the binder which goes with this sheet. We find this a very convenient method of handling.

By creating good-natured rivalry between the men that handle distribution at the various shops, we have been able to receive estimates during the month that come surprisingly close to actual figures. Each month the man that comes the closest is placed on top of a list and the man who is farther off than any of the others, appears at the bottom of the list. You can rest assured that the man who is on the tail end this month, is going to make a special effort to get rid of that unenviable location for the following month.

It is hoped that this article will prove of some benefit and that the explanations are of sufficient intelligence so that they will be understood by the readers. If they are not, and any of our fellow employes are interested, we will be more than glad to answer inquiries to correspondents or to personally explain to a visitor our system and benefits derived therefrom.

Illinois Central Railroad Company

The Yazoo & Mississippi Valley Railroad Company

JANUARY 1st, 1915

LOCOMOTIVE FUEL ECONOMY

TO ROUND HOUSE FOREMEN, ENGINEERS,
FIREMEN AND HOSTLERS.

THE ATTENTION OF ALL EMPLOYEES who are required by their duties to handle or to direct the handling of LOCOMOTIVE FUEL is called to the necessity for care and economy in its use.

THE COST OF FUEL is the Chief Operating Expense of this Company and exceeds $5\frac{1}{2}$ MILLION DOLLARS a year. This expense can be reduced many thousands of dollars annually by the effort of employees to economize and avoid waste. Round House Foremen and hostlers are particularly cautioned to avoid overloading engine tanks at terminal coal docks, in order that none may be lost, and engineers and firemen should take similar precautions at intermediate coal docks. Engines should be promptly housed on arrival at terminals in order to avoid the unnecessary use of fuel, and should not be heavily fired while waiting for their turn at cinder pits. Round House Foremen and hostlers should see that engines are not fired up too far in advance of the time at which they are to be used, as by doing so, coal is unnecessarily consumed.

The Management looks to the locomotive engineers and firemen for the greatest saving of fuel, and other employees, by their co-operation, can largely assist.

ENGINEERS should use judgment in starting trains, forcing them into speed, and in moving them between stops—to do so with as small consumption of fuel as is consistent with necessary speed and time requirements.

STEAM SHOULD BE USED EXPANSIVELY—with the shortest practicable cut-offs, while running at ordinary speeds; and when necessary, with a full throttle, to enable the engines to do satisfactory work at such cut-offs. To control speed when the shortest practicable cut-off is in use—steam should be THROTTLED down to sufficiently low pressure. The advantages of the highly expansive use of steam are:—Less water, steam and fuel used in doing the same work; less back pressure; and a lighter draft through the fire.

BOILER FEEDING is as important for fuel economy as is the right use of steam. Engineers should maintain nearly STEADY STEAM PRESSURE, but permit liberal VARIATIONS OF THE WATER-LEVEL, within safe limits, to save fuel. They should begin all trips and starts from stops with nearly full steam pressure, and the boiler as full of water as it properly may be without danger of "priming."

HARMONIOUS CO-OPERATION between engineers and firemen is necessary to avoid waste of fuel. Engineers should supervise the work of their firemen and instruct them when necessary. Firemen should anticipate the coming conditions of work and should prepare the fire in advance to meet them properly. At starts they should supply the fresh fuel needed on the fire BEFORE the engine starts, and avoid heavy firing and a wide open door while an engine is working the hardest. They should allow for the injector being shut off during the start, and should not force its too early starting by making too hot a fire. They should spread the coal well over the full fire surface, placing most in the corners and along the sides, firing lightly, and as frequently as is necessary.

In burning coal TWO CHEMICAL actions take place. They are chemical UNIONS between the gases and substance of the coal, and the OXYGEN in the air. OXYGEN is but a one-fifth part of the air; yet it is the only part that aids burning. About two box-cars full of air must be drawn through the fire to bring in the needed OXYGEN to PERFECTLY burn each shovelful of coal. If sufficient air is not supplied, then ALTOGETHER DIFFERENT chemical action takes place, which generates but ONE-THIRD as much HEAT as if PERFECT burning were secured by enough air. Hence the necessity for a CLEAN fire, FREE grates, OPEN dampers, a CLEAN ash pan, and LIGHT FIRING. Clogged air passages or too large charges of coal cause IMPERFECT COMBUSTION, and the TOTAL LOSS of TWO-THIRDS OF THE HEAT that should be gotten from much of the coal being burned.

"POPPING" wastes usually about a shovelful of coal per minute, or a lump of coal as large as a lemon every second, avoid "popping," and utilize surplus steam to inject more water into the boiler, when practicable.

It is hoped that employees will actively co-operate in carrying out these suggestions.

Approved

T. J. FOLEY,

General Manager

R. W. BELL,

General Superintendent Motive Power

Clinton, Ill., and Its Facilities

By Thomas J. Burk

THERE has been quite an improvement in the facilities for handling engines and work in general in the Clinton shops.

Especially so is the washout plant for washing locomotive boilers, recently installed, a great saving in time over the old system of washing boilers as it consumes about half as much time as the old way.

We also have an eighty-five foot electric turn table, and are at the present time building two wash rooms for engine and shop men; and are talking of building a larger tin shop as the present one is too small to handle the increased work caused by the larger engines which are mostly of the Mikado type, being of the fifteen, sixteen and seventeen hundred class. There is twice as much work for the tin shop force on the Mikado type engines as on those used heretofore. We are babbitting all cross head gibbs the size required without planing with an adjustment form that is quite a saving of time in running repairs.

Too, we have a pipe bender which was built here with air cylinder that we are successfully using, and can bend pipe without heating, making the work less hazardous for the pipe fitter as he does not have to work over a forge.

We found it necessary to inaugurate a clean up system, handling it the same as any other work, in order to keep the shops in a good, clean condition for there

is danger of giving all the attention to engine work and slighting sanitation. We get better results by assigning certain men whose duties are to keep the shops and surroundings clean than having gangs of men clean up periodically.

When a casting or part of an engine that is taken off is scrap it is so marked by the foreman in charge and taken to scrap bins which gives the shops and round house a better appearance and avoids the danger of falling over the scraps on the floor and being injured.

We have successfully cleaned waste, that has been used to clean engines, at a very small cost by washing machine which was built here, similar to those used in steam laundries.

Clinton is quite a railroad center, having five districts, namely Chicago, Wisconsin, Springfield, Clinton and Havana, all entering one of the best depots on the Illinois Central lines. The depot is surrounded by four parks, artistically arranged with various flowers and shrubbery, owned and kept up by the company which gives the depot a grand appearance and is a credit to the city. The depot is a three-story building accommodating our division superintendent and his staff with offices. Clinton is a city of six thousand population and is the county seat with fourteen miles of paved streets and many stores that compare favorably with cities three times the size of Clinton. It is surrounded with a rich farming district.

Passenger Traffic Department

Little Talks with the Rambler

*Service Notes
of interest*

A Good Time Lost

"EVERYTHING helps, you know," said the Rambler one noon as we were lunching together, "and I have a notion that I will be helped in health by taking a vacation." "Been working pretty hard?" I said to him, "or are you just imagining you have as an excuse?" "O, everyone knows that all I have to do is ride around the country, dictate a letter occasionally, give and receive advice, and see that others keep their noses to the grindstone," was the laughing reply. "According to one's point of view, that is work or it is not. You ought to know. The most laborious thing I recall seeing you do of late is to ask questions of me. However, the fact is that I have recently been reading an article on efficiency and have come to the conclusion that if I would increase or maintain mine I must take a vacation. As you clearly would not be harmed by oiling up your own efficiency cogs, why not come along with me?" After a bit more of banter we became serious and discussed the feasibility of a little outing together, with the result that while it was found that we could not go at the same time I agreed to meet him before his vacation was over so that we would be in each other's company for a week. The more we discussed the "where" to go, the nearer agreed we became that we wanted to experience a radical change from our usual environment, and the Rambler was particularly insistent that while he did not want to isolate himself he did, as he was dealing with people all the time, desire to avoid coming in contact with any more than was necessary for a quiet sociability. In other words, while he by no means de-

sired to entirely exclude the human element, he wanted it reduced to a minimum. "Just enough," he said, "to keep young and in good spirits."

During the days that followed, the more we talked on the matter as a whole, and the latter phase in particular, the more thoughtful he seemed to be over it as from time to time, on meeting him, he asked if I had determined where we should go. It was not for nearly two weeks after first agreeing broadly on the subject at our noon lunch that he seemed to come to a determination as to what he wanted to do in the matter, which was rather unusual for him, as he was generally a man of quick thought and action. One day, however, he came into my office with his face wreathed in smiles and exclaimed: "I have it! We'll go play with the kid, or, to be more specific, with some good, live-wire, up-to-date boy, with a few grown-ups for a balance, and I know such a boy. In fact, he belongs to a relative who has chided me often for neglecting him and his family. This will be the chance for not only making amends along social lines, but if the boy is anything like the father, and I think he is, he will at least keep me just interested enough to drive away all thoughts of business cares." The proposition seemed rather ambiguous as he thus put it, but on a little questioning I found that it was only the Rambler's way of getting indirectly at his subject when he was in a merry mood, and on further questioning the plan appealed to me to go to his relative's summer home on the New England coast. This home, he explained, was a beautiful, large estate,

reached only by nine miles of steamboating from the nearest railway station, the village itself consisting of four houses and a colony of summer resorters of three families and their visiting friends, in which colony the combined number of adults, young people and children made things, he was sure, far from dull and yet free and untrammelled from the ordinary conventions. "That is," he said, "I found that to be the case when I visited there some eight years ago, and I have no doubt but that the same conditions still prevail. While isolated in a way, all of the three estates of the colony have comfortable bungalows and every facility in the way of motor and sail boats for the aquatic diversions and automobiles for use on land." I gladly agreed to his selection, and was much amused in the intervening time between then and his departure to note that while he spoke enthusiastically about the people and the place that we were going to see, his mind seemed to dwell particularly on the boy, who, when he had last seen him was but seven, but who even then, in his estimation, bid well to be just the kind of a youngster that he wanted to play with at his present age of fifteen. I was not surprised, therefore, to see from time to time significant looking packages on his desk which he incidentally told me he was going to carry to the bungalow. Hence, I was quite prepared one day to see there a long, flat package on which was the label of a box kite.

In due time the Rambler departed on his vacation in high spirits, I to follow a week later; but I was a little mystified four days after his leaving to receive a terse telegram from him that read simply, "A good time lost." I failed to worry particularly over the ambiguity of this message, rightly surmising that it was one of his little jokes, the explanation of which would be learned in time. But as a happy comeback on him and as a record of a rather singular coincidence, I mailed him a short article that I had read only the day before in one of the railway publications that come regularly to my desk, and which, coincidentally, bore practically the same heading as the wording of his telegram, i. e., "Good Time Lost." The article, the publication in which I saw it, by the way, giving no information as to its origin beyond a formal "clipped" at the end, I thought rather a good one, independent of the use I made of it. So I was of the opinion that the Rambler would enjoy seeing it, although I questioned his thanking me for thus introducing any suggestion of business at that particular time. As I have said, the article bore the caption "Good Time Lost" and was as follows:

"A circular letter requiring a reply was

recently mailed by one of the departments in the general offices to all station agents. It was intended that the agents would fill in replies to certain queries, affix their signatures and the names of their stations and return the blank to the general office. The results from this circular were as follows:

| | |
|---|-----|
| Number of blanks sent out..... | 345 |
| Blanks returned properly filled out..... | 168 |
| Blanks returned improperly filled out | 65 |
| Blanks returned with station name lacking | 71 |
| Stations failing to reply..... | 41 |

"Possibly the 71 agents who overlooked affixing their names, as well as the 65 who did not give the circular sufficient attention to reply correctly, may find sufficient excuse to satisfy their superior office, and that excuse may be 'overwork.' It would be easy to understand how an agent might be overworked if he were compelled to duplicate items of his daily routine, as he most certainly will have to do in the case of a report improperly made out, or one which cannot be identified. The above instance is not an exceptional one. It has been the experience of the writer that ten to twenty per cent of replies to such circulars sent to station agents fail to show the name of the station, and in many cases the agent's name is also omitted. A similar percentage of inefficiency in the train service, the track maintenance work or in the motive power and car department, would certainly spell disaster for the company. Why should the station service be lacking in the essential element of correctness?"—Clipped.

I joined the Rambler in due course and found the place, the few people with whom we came in contact, the air, the scenery and the diversions much to my liking. The Rambler seemed a great favorite with the young people, although he was also liked and enjoyed by the fathers and mothers. He seemed as young as any in entering into their sports, in the suggesting and carrying out of excursions, and in helping them in many ways; such as rendering a hand to the boys in building their hut in the woods, gathering driftwood for their beach bonfire, helping make and sail their toy boats or entering into the spirit of their evening charade parties, joining them in their little dances to the music of the phonograph, and in many other ways. But he was particularly chummy with his host's son, of whom I have spoken. It is true that the boy more often than otherwise left the Rambler to his own resources as far as he, the boy, was concerned. This the Rambler took good-naturedly, as the boy was always ready to follow his suggestions and to accept his help. In short, the Rambler was being a boy himself again

to a marked degree, much to the amusement of the entire colony who voted him the most popular man there after about two days of his sojourn. So busy was he, and so occupied did he keep me, that I forgot the incident of the telegram for several days, but on remembering it I asked the Rambler what it meant. "What did I say?" he queried, with a smile lurking in the corners of his mouth. "'A good time lost?'" "Oh, yes, I remember. Well, I surely was having a good time with that boy flying his box kite. You ought to feel the exhilaration of a thing like that, the kite, almost out of sight, away up in the air, the string tugging at your hands. Oh, you needn't laugh. If you keep up-to-date you will find that many mature, and particularly scientific men, take great pleasure in flying box kites, and have reduced the art to a fine point both in their manufacture and in flying them." "Yes," I replied, "that accounts for the 'good time,' but how did you lose it?" "Lost the kite," was the quick response, as he gave a little chuckle. "You see," he went on to explain, "kite flying had not been a great success down here I was told, and when that box kite I brought was set up there were exclamations of joy from both young and old, for it promised a new sensation if successful. Well, it went up beautifully; the wind was strong and it soared higher and higher, and we, the boy and I, had got to the end of the string. With the resourcefulness of a youngster he ran off and brought back the string from one of his kites that had been a failure. This was added and up, up the kite went, still further, until the second string was exhausted. Oliver Twist-like, however, we cried for more, and the boy started off for the one store of the community to see what could be done in the way of still more string. Well, you know," he continued with rather a sheepish grin, "it's some years now since I was a boy, and possibly I forgot some of the tricks about kit flying that I might have once known. for exhilarating as the sport was, in feeling the pull of the string of the kite, then almost out of sight, I got a bit weary of it before the boy returned, particularly as the wind was rather strong and the string, with its constant jerks, was beginning to cut my fingers. So, forgetting that the pulling of my hands more or less by the string was an easing of the strain which made the string safe. I thought to still enjoy the beauty of that thing up in the ethereal blue and at the same time relieve myself of some little exertion by tying the string to the one tree that stood sentinel-like on the barren hill from which the flying was being done. Sad thought!" said the Rambler, in a droll tone of mock sadness and with

a slow shake of his head. It hadn't been tied to that tree more than three minutes before some vicious upper current gave the kite a jerk and snapped the string off only about ten feet from the tree. Neither the boy nor myself have seen that kite since it ceased to be a speck in the clouds. I certainly was enjoying myself with it, and if its unceremonious departure did not make for me 'a good time lost,'" he laughed, "I'd like to know what would. However, you came back with that clipping of yours reading the same as my telegram in rather good fashion. In a way, it fitted the case. exactlv. It told of the agent's shortcomings in little, apparently unimportant matters in the formality of answering inquiries; so I, in not continuing to hold that kite string, forgot an essential that made all the difference between efficiency on my part and inefficiency."

We were sitting on the boat landing steps as we talked, the Rambler being busy, as he chatted, with a jack knife and a piece of soft pine wood, as though he got the Yankee trait of whittling as an aid to thought. I was not surprised, therefore, to hear him continue in a strain evidently suggested by what he had said in regard to the kite episode. "That reminds me," said he, "of a rather clever article I recently read in the advertising section of the 'Outlook' on the subject of transportation efficiency. I do not recall it except in an interestingly broad way, but remember that it touched on the social value of modern transportation facilities, on the fact that the railroad business had created of itself a great industry while at the same time rendering the public a service that carried with it many social, economic and physical benefits. Also I remember that it expatiated on what the passenger transportation end of the business meant to the public in recreation and health building, and on the magnificent development and systematizing of endless comforts, enjoyments and luxuries that have been given the public in passenger travel, not omitting a reference to the great stretches of suburban districts that have been opened throughout the country by the railroads on account of which the business man in the town or city is given the opportunity of experiencing the delights of rural life in the locating of his home. Other matters were covered in the article, such as relating why and how the alleged 'remarkable efficiency' of the railroads has been obtained, the argument being supported by many lists and statistics. But the thought that it all suggests to my mind finds a practical illustration in what I am doing with my jack knife here. You remember in that article you sent that among other things, some of the blanks

that were returned failed to bear the station name and many of them were lacking the signature of the agent sending it in. While the word 'careless' may possibly be used in such connection, to my mind it hardly seems to fully cover the case. Undoubtedly many of the delinquents mentioned were ordinarily painstaking, thoughtful and careful men. Hence their oversight might have been due to preoccupation and concentration of mind on the main subject of filling up the blank, resulting in failure to grasp the task as a whole and include the finishing or incidental parts. As if," he suggested as an aside, "one should be so relieved at having finished a social letter that the importance of addressing an envelope for it is overlooked. For which reason," he laughed, "in my personal correspondence I always address my envelope first. But whatever the reason," he concluded, "in those particular instances there was illustrated a lack of efficiency of the mind in not grasping the entire detail of what should have been done to properly cover the situation."

He stopped and began to give minute attention to the shaping of the piece of wood he was whittling, which was a sign to me that he was not only being efficient in the particular task he had set for himself with that wood, but that he was thinking how to express his next thought. The latter, rather to my relief, proved to be, in a way, of lighter vein, and started off apparently at a different angle. "A healthy boy's mind is mighty active, you know," he began, "and but for lack of acquired knowledge and experience would have, I am sure, an efficiency rating of one hundred per cent. That little chum of mine here is a shining example of that type. He lost but little time mourning over the loss of his kite, but took up the rehabilitation of a small sail boat, of crude home manufacture, that he had traded for the day before with another lad of the colony. I enjoyed puttering around with him on that job, showing him how to attach a tiller to the post of a rudder that he had skillfully fashioned and placed, I making a new bowsprit while he worked on the tiller, and particularly busy was I in the placing of lead on the keel to give the boat the desired stability; for, notwithstanding its rough manufacture, it was in the boy's mind that the little craft should be a racer and beat a similar one concerning which his chum Billy had made boasts. In due course we came down here to the boat landing to test the craft and found it lacking in buoyancy. So back to the barn we had to go and fashion and place new and larger pieces of wood between the keel and

the deck; for the boat had been primitively made on the T principle. A second trip to the landing followed, and with a strong wind blowing the little boat was again put into the water. To our mutual joy it sailed off in brave fashion over the somewhat rough waters of the bay, rapidly taking up the entire length of a ball of string that the boy held loosely in his hand, the end of which was attached to the boat. The boy's intent was to set the craft afloat and let it take its course, we to follow in a row boat. At my suggestion, however, to save time and trouble in case it was not yet in trim for a practical trial, the string was reluctantly attached. On the latter being all run out the tiny sail of the boat was visible in the distance only as it arose above the waves and the sunlight struck it at the proper angle. The boy, naturally, was adverse to pulling the boat back by the string, so we followed it in a row boat and overtook it in due time. It was then insisted that the boat be given a further trial, running free of the string, to see where it needed tuning up. So the boy broke the string and we watched the action of the little craft as it sailed uninfluenced by aught but the wind, wave and its construction and rig. The point I have in mind in this connection," said the Rambler thoughtfully, as he paid for the moment particularly close attention to his whittling, "is that the boy unconsciously was working out a problem of efficiency. He does not know, perhaps, that the weight of the string in the water acted as does the tail to a kite, and steadied his boat to a degree that aided materially in its successful sailing. But he would never be satisfied with sailing that craft at the end of a string, especially as his chief motive in getting it in shape is for the race I have mentioned. After all final adjustments are made on it that may occur to his mind, you may be sure it will be sailed without a string. Hence, I am whittling out a little dingy to be towed by the sail boat. It will not only appeal to his boyish fancy, but will help to steady it in the sailing, all of which will be explained to him, and which I am sure will appeal to his active mind. In other words, you see," said the Rambler, as he closed his knife and putting it in his pocket we arose to go, "the little boat that is to be towed astern is an efficiency matter, both in the boy's training and in the sailing of the boat, akin to the signature of a letter. As everything helps, I am sure if the little chap ever becomes a station agent, this small practical illustration of efficiency will help him in remembering to sign his name to his letters."

Service Notes of Interest

Tariff circular No. 185, I. C., and No. 95, Y. & M. V., just issued, in regard to all-year-round rail and water tours, show that effective October 1, 1915, such tours will be available via Southern Pacific Steamships, between New York and New Orleans; via United Fruit Co., between New York and New Orleans via Havana, Cuba; via Southern Pacific Steamships between New Orleans and Havana in connection with New York and Cuba Mail SS. Co., (Ward Line) between Havana and New York; via Ocean Steamship Co. of Savannah, between Savannah and New York. It will be noted that the list includes an unusual variety of water and rail routes for either the winter or summer tourist, and that among them there is a new one to which the agent's attention is particularly called, i. e., the rail and water tour via the Ocean Steamship Co. of Savannah between Savannah and New York.

This is not only a new, but will undoubtedly prove to many a particularly attractive route, both on account of its being the lesser fare tour of them all from points in the north, and because the country covered by the rail portion includes the privilege of a stop-over at Birmingham, Ala., a city more than well worth seeing, and at the intensely interesting southern city of Savannah. This last is a city not visited nearly as much as its attractions deserve, and its new and modern hotel accommodations complete the inducements for a visit there en route. In addition, the Ocean Steamship Company's service, which is of the highest grade and character, gives a voyage just long enough to satisfy a certain class of tourists, occupying as it does but two and one-half days from Savannah to New York.

As combined rail and water tours are becoming more popular every year, it is expected that this new one via Savannah will prove of much interest to the traveling public. Hence, it is suggested that agents and representatives make all due effort to have the Savannah tour known by prospective passengers.

The Western Maryland Railway has added to its tital the slogan "Mason and Dixon Line," it in future to be officially known as the "Western Maryland Railway Company—The Mason and Dixon Line." It thus links its name with, and perpetuates the popular appellation of an important historical event, which, more than 150 years ago, resulted in permanently fixing the boundary between Maryland and Pennsylvania; the line thus established being popu-

larly known for years after as Mason and Dixon's line.

Nearly 100 years before the Western Maryland was ever thought of as a railroad the two surveyors, Mason and Dixon, known all over England on account of their engineering ability, came to this country for the purpose of running an east and west line through the wilds of the eastern portion of the country. They were brought here by Lord Baltimore and Thomas and Richard Penn of London. They began their labors in 1763.

The railroad had two reasons for adopting the new name. In the first place, it operates, for the most part, in Maryland and Pennsylvania, the two states through which the line extends, and, in the second place, the road crosses and recrosses the line surveyed at several points in both states. It crosses it near Blue Ridge Summit, again near Cumberland, at Lineboro, at Highfield and in the neighborhood of Pen-Mar.

The North Western Monthly bulletin has the following on how to increase parlor car revenue, which, while addressed to agents of that line, is equally applicable to those of all railroads:

"Where parlor cars are run to accommodate patrons, it is desirable to have them filled to as near seating capacity as possible, in order to furnish sufficient revenue to justify the extra character of the service.

"At stations where parlor car tickets are on sale, if Ticket Agents when selling passage tickets for trains carrying parlor cars, would make the inquiry in a winning tone, 'Parlor Car Ticket, Sir (or Madam),' it would doubtless lead in many cases to sale of parlor car seat ticket also that might not otherwise be purchased. If at other stations on parlor car runs, when Ticket Agents sell passage tickets for trains carrying parlor cars, the suggestion 'Parlor car on the train, Sir, in which porter can arrange for seat,' may similarly lead to passengers using parlor cars in many instances and increase the revenue from that source."

A manufacturing company of prominence has issued an attractive card on which the following tribute to railroads is given:

"A railroad is not the unfeeling and relentless devourer of automobiles at grade crossings, described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

"A railroad has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is Fidelity, and if a railroad is an octopus, it is an octopus with a soul.

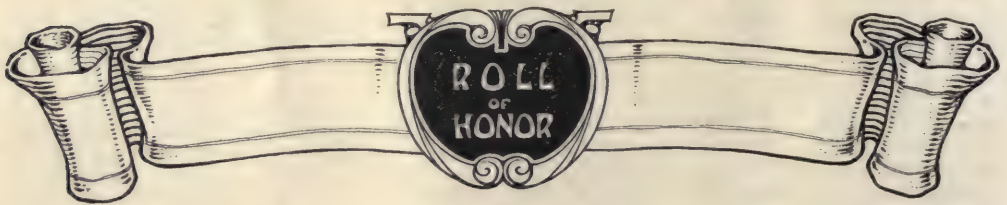
"A railroad is a disciplined power, owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; but the glory of a railroad is the adjustment of its living nerves to patience, courtesy, speed and safety."

The "Information Circular" of the Erie Railroad has been publishing various interesting items concerning the history of that road, and in its August number, in mentioning the opposition that arose toward the construction of the line in the early days of railroading, the following occurs:

"Buffalo had the Erie Canal, and a number of stage routes, and was perfectly satisfied; in fact, some of its enterprising citizens were alarmed for fear that the rail-

road would put these other 'great enterprises out of business.' Anyway, it was argued, it would take more than a century to build the line. A friend of the canal living in Buffalo, and opposed to the building of the road, argued that a locomotive was noisy, dirty and a menace to vehicular travel. 'Why,' said he, 'the other day a locomotive frightened a team of canal mules so that they jumped into the canal and drowned!'"

By changes of time on Southern Lines (Tennessee, Mississippi and Louisiana Divisions) effective Sunday, August 22nd, Fast Mail train No. 5 now arrives at New Orleans at 8:10 A. M., instead of 9:10 A. M., leaving Fulton at 3:30 P. M.; connecting train No. 105 for Memphis leaving Fulton at 3:30 instead of at 3:35 P. M., and arriving at Memphis as at present. Train No. 134, between Memphis and Fulton, was also changed to leave Memphis at 5:00 P. M., instead of at 4:35 P. M., arriving at Fulton at 9:35 P. M.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|------------------------------|-----------------------------|----------------|----------|--------------------|
| Weldon Harris (colored) | Section laborer | Oxford | 15 years | 3-31-15 |
| George Thomas (colored) | Section laborer | Arlington | 34 years | 8-31-15 |
| Lathrop P. Farnham | Ticket agent | Harvey | 21 years | 8-31-15 |
| Lawrence O'Brien | Engineman | Clinton | 44 years | 5-31-15 |
| Patrick King | Section foreman | Jackson | 18 years | 8-31-15 |
| Charles E. Adams | Train baggageman | Centralia | 38 years | 5-31-15 |
| John N. Abbott | Conductor | New Orleans | 26 years | 5-31-15 |
| Byron K. Kilborne | Agent | Fort Dodge | 34 years | 8-31-15 |
| Carl F. Johnson | Section foreman | Archer | 35 years | 9-30-15 |
| Thos. E. Shadron | Switchman | Murphysboro | 29 years | 2-28-15 |
| Sidney De Berry (colored) | Y. & M. V. Crossing flagman | Memphis | 39 years | 8-31-15 |

NUMA GRAVELLE

ENTERED the services of the Illinois Central Railroad in 1872, and served consecutively as Flagman, Fireman, Switchman and Engine Pilot, up to June 21st, 1914, when through an accident he lost his right foot. Mr.

Gravelle was recently pensioned. His services were satisfactory and honorable to a degree, and the hope of this publication is that he will live for many years to enjoy the recognition which this company has given him.

Los Angeles, Calif., July 8, 1915.

Mr. N. P. Mills, Train Master,
Illinois Central R. R.,
Fort Dodge, Iowa.

Dear Sir:

It is with no small feeling of mingled regret and gratitude that I received your letter of July 2 informing me of my retirement from service on a pension, as per my request, my retirement being due to failing health.

The regret is due to the realization that my life work is at an end, although I am by no means old enough to be retired arbitrarily because of having reached the age limit.

For thirty years I was an employe of the Illinois Central, and have nothing but a feeling of gratitude to my officials who so appreciated my efforts that they perhaps in many ways closed their official eyes to mistakes that I made, believing undoubtedly that I was doing my best. Retiring, my record is as clear as it was when turned over to me at the beginning of my services. I further appreciate assistance rendered me in securing the pension, and they certainly have my best wishes for future success.

Through my remaining years my time will be to do whatever I can to assist all connected with the Illinois Central.

Very truly yours,

(Signed)

A. R. Wylie,
3106 Brighton Ave.



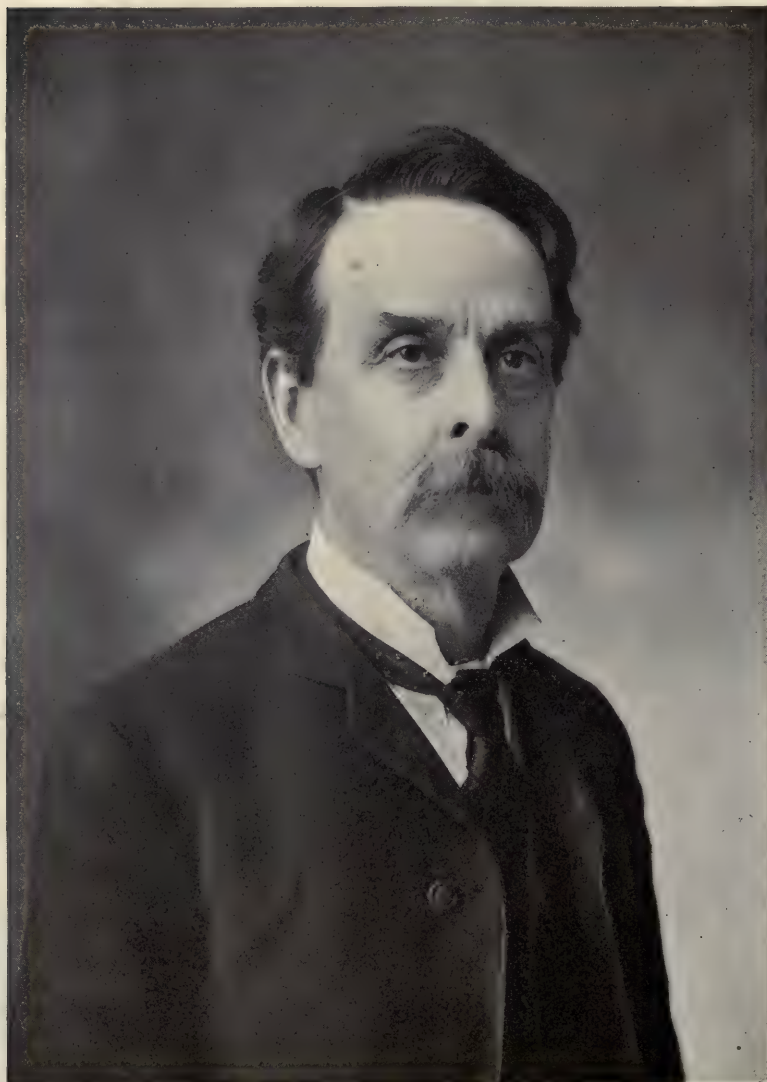
NUMA GRAVELLE.



A. R. WYLIE.

From the
Law Department

Biographical Sketch No. 16



EDWARD MAYES

EDWARD MAYES, youngest child of Hon. Daniel Mayes, was born near Jackson, Mississippi, on Dec. 15, 1846. He attended Bethany College, in Brooke county Virginia (now West Virginia), during the winter of 1860-61, which was then under the presidency of the Rev. Alexander Campbell. In the years 1862 and first half of 1863, he managed a clothing store in Jackson for Thomas Lemly; the owner, and his sons being in the Confederate service. Jackson was captured by the Federal army in May, 1863, and Mr. Lemly's store, with others, was plundered. Edward Mayes then went to Carrollton, Mississippi, and spent the latter part of 1863 in studying under a Mr. Ray and in assisting him to teach school.

In April, 1864, he enlisted as a private in Company H, Fourth Regiment, of Mississippi Cavalry (Wilbourn, colonel), in which he served until the end of the war. Was in the battle at Harrisburg (Tupelo) in July, 1864, and minor engagements.

In October, 1865, he entered the freshman class of the State University. He graduated in June, 1868, having completed the four-year course in three years. He then read law at his home in Carrollton (to which place his widowed mother had removed in 1865).

On the 11th day of May, 1869, he was married to Frances Eliza, daughter of L. Q. C. Lamar, at Oxford, Mississippi, and in June 1869, received the degree of B. L. from the State University which entitled him to practice law.

In 1871, after serving a year as tutor of English at the University, he removed to Coffeeville, Mississippi, and there entered the active practice of law. In May, 1872, he removed to Oxford; and in 1877 was elected professor of law in the University, which position he filled until December, 1891. About 1886 the degree of LL. D. was conferred on him by Mississippi College. In 1887 he was elected chairman of the faculty of the University, performing the usual duties of a chancellor, and in 1889, the chancellorship having been re-established, was elected to the office. While chairman, he successfully defended, in a newspaper

controversy with Senator J. Z. George, the endowment act of 1880, by which the state had recognized its indebtedness to the University, and provided for an appropriation of the annual interest on the debt. Under Dr. Mayes' chancellorship the course of study at the University was remodeled, the close curriculum being abandoned, and the present system of parallel courses and independent schools being established. He also erected the present library building, having the bricks burned on the grounds, and all of the work done by day labor, paying for the same out of the ordinary revenues of the institution. As a member of the Mississippi Constitutional Convention of 1890, he served as chairman of the committee on bill of rights and general provisions; and many of the constitutional provisions originated by him, among them being the provision by which the officers for the state at large are elected by the electoral vote of counties. In December, 1891, Chancellor Mayes voluntarily resigned his office and professorship, in order to move to Jackson and enter upon the practice of law. Since then he has been employed as district attorney for Mississippi by the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies, and has taken a leading part in several of the most important cases in the legal history of the state.

On the establishment of the law school in Millsaps College in 1895, he was elected a professor of law and dean of the law faculty, which latter position he still holds. In 1900 he was chosen a presidential elector on the Democratic ticket. In 1891, and again, in 1901, he was appointed delegate to the Ecumenical Conferences of the Methodist Church, South, of which he has been a member since his college days. He was a charter member, and the first president of the Mississippi Historical Society, and is regarded as one of the ablest lawyers and ripest scholars in the South. Dr. Mayes has made the following contributions to Mississippi literature: "A Glance at the Fountains of Our Land Titles" (Mississippi Bar Association Minutes. 1887); "The Administration of Estates in Mis-

issippi" (Ibid., 1891); "Origin of the Pacific Railroads, and especially of the Southern Pacific" (Publications of the Mississippi Historical Society, 1902); "Life, Times and Speeches of L. Q. C. Lamar" (Large 8vo. 1896); "History of Education in Mississippi" (8vo., published as a public document by the United States government, 1899); "Ribs of the Law," an elementary work on Mississippi jurisprudence.

Edward Mayes has also written and published in various periodicals a number of other articles on legal and his-

torical subjects. He was offered in 1905, by Governor Vardaman, first, a seat on the Supreme bench of the state, and secondly, the chancellorship of the University, both of which he declined, preferring to remain in the active practice of law; and the chancellorship was again offered him by Governor Brewer, in 1914. In 1902 he was appointed a member of the Board of Archives and History, on the establishment of that board; and in 1912 was made president of it.

Recent Commerce Decisions

VALUATIONS of live stock—Cummins

Amendment.—In Iowa State Board of Railroad Commissioners vs. A. T. & S. F. R. R. Co., 36 I. C. C. 79, the Interstate Commerce Commission, in its opinion rendered July 30, 1915, states that on March 4, 1915, Congress passed the Cummins Amendment to Section 20 of the Act to Regulate Commerce; that this amendment was construed by the Commission in 33 I. C. C. 682, 697, where it was said that, "Where rates are lawfully based upon declared values the difference in rates should be no more than fair and reasonably represents the added insurance;" that this amendment has in effect abolished in interstate commerce the whole system of released rates based on agreed valuations as distinguished from actual value; and the Commission's opinion proceeds: "The carrier only 'insures' the property which it receives for transportation. It is, strictly speaking, not an insurer at all, but a bailee for hire which, in that capacity, has statutory as well as common-law obligations for the safety of property committed to its charge. Cases may arise where elements other than the amount of damages which might be recovered, as, for example, the degree of care required and the value of the service to the shipper, would have a substantial bearing upon the reasonableness of rates graded according to value, as well as of other rates. As was said by the Supreme Court in *N. P. Ry. vs. North Dakota*, 236 U. S., 585, at 599: 'There are many factors to be considered—differences in the articles transported, the care required, the risk assumed, the value of the service, and it is obviously important that there should be reasonable adjustments and classifications.'"

Applying the principles enunciated in the Cummins Amendment Case 33, I. C. C. 682, the Commission holds that, taking each class

of animals by itself and making due allowance for the minimum, maximum and average values of each, the scheduled values carried in the present live stock contracts are unjustly and unreasonably low and not representative of the average actual value of the animals shipped thereunder; that the present rates may be applied to the following values (which are below indicated as fixed by the Commission) and that reasonable rates for the transportation of any animal of actual value exceeding the amount specified in this table as fixed by the Commission may exceed said present rates by not more than two per cent of said present rates for each 50 per cent or fraction thereof of actual value over and above that named in this table:

| | Fixed by Commission. | Superseded Values. |
|---|-------------------------|-----------------------|
| Each horse, or pony (gelding, mare, or stallion), mule, jack, or jenny | \$150 | \$100 |
| Each colt, under one year..... | 75 | 50 |
| Each ox, bull, or steer | 75 | 50 |
| Each cow | 50 | 30 |
| Each calf | 20 | 10 |
| Each hog | 15 | 10 |
| Each sheep | 5 | 3 |

Sample baggage rule.—In *Jewelers' Protective Union vs. P. R. Co.*, 36 I. C. C. 71, opinion by Mr. Commissioner Hall, it was held that the carriers' regulation defining sample baggage as that "carried by commercial travelers . . . and not for sale or free distribution" is unreasonable and that a reasonable regulation defining sample baggage would be as follows:

"Sample baggage consists of baggage for the commercial, as distinguished from the

personal, use of the passenger, and is restricted to catalogues, models and samples of goods, wares or merchandise in trunks or other suitable containers tendered by the passenger for checking as baggage to be transported on a passenger train, for use by him in making sales or other disposition of the goods, wares or merchandise represented thereby."

On the question of the public interest in proceedings before the Commission, the opinion proceeds:

"The interests of the public cannot go by default in any proceeding before the Commission. They must be considered as fully as those of the parties. Unlike the decision of a court, which ordinarily is conclusive only of the rights of the interested parties, a report and order of the Commission prescribing rates, regulations, or practices for the future must effect many who are not directly represented before it, and public interest requires that the passenger service of this country be maintained in a state of high efficiency."

Commerce with adjacent foreign countries.—In *Seymour vs. M. L. & T. R. & S. Co.*, 35 I. C. C. 492, opinion by Mr. Commissioner Hall, over a million pounds of sugar were shipped from Germany for final delivery to Mexico; upon arrival at New Orleans the complainants tendered the shipments to the rail lines for delivery in Mexico, but on account of alleged condition of disorder in Mexico the rail lines were unwilling to undertake to effect delivery thereby the Mexico roads connecting at the border points; bills of lading were issued by the carriers and accepted by complainant showing Eagle Pass and El Paso as destinations; the shipments were transported to those points and there delivered to complainant's representative, and, as shown by certificates of the United States Customs officials, were actually exported to Mexico, some of the bills bearing the notation, "Ultimate destination, Mexico." Defendants were advised of the ultimate destination of the sugar and the shipments were made in bond. Citing the Supreme Court cases, the Commission says:

"The Supreme Court in numerous decisions has declared that the nature of any commerce is determined by its essential character and not by its mere incidence. The sugar was transported from a non-ad-

jacent foreign country through the United States, to destinations in an adjacent foreign country. We entertain no doubt that the regulatory power of commerce extends to the transportation within this country, but apparently the jurisdiction of this Commission does not."

Damage for failure to furnish cars.—In *A. T. & S. F. R. Co. vs. Vosburg*, 238 U. S. 56, the Supreme Court held that the Kansas statute regarding the prompt furnishing of cars by carriers and the loading of same by shippers, and prescribing damages and penalties for failure on the part of either, is properly within the police power of the state; that in this respect the statute differs from that which simply imposes penalties on the carrier for failure to pay a specified class of debts; the case of *G. C. & S. F. R. Co. vs. Ellis*, 165 U. S., 150, is distinguished; and the court holds that this statute, which imposes reciprocal burdens on both carrier and shipper, but which provides that in the case of the delinquency on the part of the carrier the shipper may recover an attorney's fee, but in the case of the delinquency on the part of the shipper does not provide that the carrier may recover an attorney's fee, does in fact deny the carrier the equal protection of law guaranteed by the Fourteenth Amendment; that such a classification is not a reasonable one, and that there is no ground on which a special burden should be imposed on one class of litigants and not on another class identically situated.

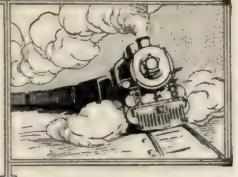
Advances in coal rates.—In *Western Advance Rate Case*, I. & S. 555, 35 I. C. C. 497, in so far as that case relates to rates on bituminous coal, the advances proposed of approximately 10 cents per ton from mines in Illinois, Indiana, Kentucky, Alabama, Iowa, Missouri, Oklahoma, Arkansas and Colorado were sustained to all interstate destinations in Western Trunk Line and Southwestern Tariff Committee territories, except to South Dakota. The Commission also sustained in *Coal & Coke Rates in the Southeast*, 35 I. C. C. 187, advances of approximately 15 cents per ton in the rates on coal from mines in Illinois, Kentucky and Alabama to the Mississippi Valley territory, with certain exceptions.

Advances in import rates.—The Commission also sustained the advances proposed on imports from the Gulf of Mexico parts, in the *Western Advance Rate Case*, 35 I. C. C., 497.





TRANSPORTATION DEPARTMENT



After Three Years

By H. Battisfore

AT Chicago, on October 7th and 8th, 1912, was held the first annual meeting of the operating officers of the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies. Although almost three years have elapsed since that memorable occasion, the impressions implanted by the discussion of various subjects are still vivid in the minds of most of us.

It has been with the interest of anticipation during those three years that we have watched closely to observe in what manner those discussions have proved beneficial or otherwise to these properties or their employes who were so fortunate as to have been permitted to attend the meeting, or peruse the minutes of same, or even made cognizant of what transpired through the verbal reports of those officers who were in attendance.

My mind retains with ever increasing vividness these words spoken so earnestly by our vice-president, Mr. W. L. Park, in his opening address, and the impression born with them will not be banished. He said, "We do not hear so much about human efficiency. What are we doing, especially on our railroads, to increase efficiency by the conservation of men? * * * I firmly believe that human efficiency will be the strong factor from now on in conducting the modern railroad, to meet the requirements of those who naturally seek the best and most dependable means of transportation. Are we making railroad men, or do they, like Topsy, just grow?"

To those who listened to and could appreciate these words and could discern what they portended, insofar as their influence on the future conduct and policies of these properties was concerned, success in their particular sphere of activity has come in a degree measured only by their understanding.

Who, at the time these words were uttered, could see beyond the drawn curtain of the future with vision so clear as to prophesy that after the lapse of only three short years practically every employe of this railroad, from track laborer to officer, would be in some degree familiar with its finances, its earnings and expenses, that trainmen and enginemen, yardmen and stationmen, in fact, all employes, would be able to discuss—and intelligently—not only the conditions directly affecting their particular department, but the condition, operation and functions of other departments? Who could foresee the birth and development of the spirit of co-operation—in magnitude second to none in this country—that has come to prevail on the Illinois Central? That this spirit which had its inspiration in the first annual meeting still continues to grow and flourish cannot be doubted by those who are observant, but we know that the master hand which launched this co-operative influence upon its journey of regeneration such a short time ago still has a firm and friendly grip upon the rudder and will pilot the ship safely to its appointed haven.

What are the rank and file, the "non

coms," and the staff officers doing to support the hand that guides the ship, to promote the well-being and increase the prosperity of the company for which we work, the source of our bread and butter? If a reply is necessary, we need only look about us and observe conditions as they now are and recall to memory our previous experiences and conditions as they at one time existed. To dwell on the changed conditions would add nothing to the knowledge we already possess. Suffice it to say, a continuation of the progress so auspiciously inaugurated three years ago, and which has grown steadily until this day, is assured, and the benefits to both stockholders and employes within the succeeding three years will more than parallel those received during the three years just passed, provided we adopt eternal vigilance as our motto and make co-operation our pass word. Vigilance to see that no atom of disloyalty nor dissatisfaction nor discontent is permitted to permeate our organization. Co-operation stands for itself. It has been thoroughly demonstrated in the past three years that Illinois Central officers and employes fully understand its meaning—and application.

Apropos of dissatisfied and discontented employes. We read much in various publications that come to hand of efficiency, merit, ability, etc., in relation to promotion, one article in particular being fresh in my mind, wherein it is argued that the foregoing qualifications are not always considered when a question of promotion arises, but that the immediate superior of certain employes is sometimes an obstacle to just promotion, recommendations or reports being influenced by his own interests. According to my experience, this generally is not true, and particularly cannot be true on the Illinois Central, as it is very evident that the executive officers are not dependent upon reports and recommendations of the immediate superior of the employe under consideration for promotion, from the simple fact that we have en-

deavored to educate employes in whatever capacity they may be engaged, that they each and all are superintendents in their particular line, and when they see something that needs to be done, to do it, even if it lies without the limits of their particular department. Proper credit will be given where credit is due and I am confident in saying that there is not an officer on the railroad today who by any act or word would hold a subordinate back from deserved promotion and let us not delude ourselves into believing that we are fit and ready for promotion, when the results we achieve do not warrant such belief, and by so doing permit ourselves to become disloyal to those for whom we are working; if we do then our usefulness to the man or corporation in whose service we are enlisted ceases. Loyalty to those who are paying us for the use of our time and talents is the beginning, the zenith and the end of all things so far as our success or failure is concerned. With loyalty a great many shortcomings in other directions can be and are overlooked, but where loyalty is lacking all the talents of which a man may be possessed are as naught—as Fra Elbert Hubbard so aptly said, "If you work for a man, in Heaven's name work for him. If he pays you wages that supply you your bread and butter, work for him—speak well of him, think well of him, stand by him, and stand by the institution he represents." These words can be studied profitably by railroad men of whatever grade and be assured if the sentiments expressed are practiced daily we won't have time to worry about promotion.

Further in the article quoted from above, the writer says it frequently happens that a man has outgrown his job and is having his "light hidden under a bushel." Mark, he does not say "is hiding his light under a bushel," but "is having it hidden." This, dear reader, is not within the realms of possibilities. No man's "light" can be hidden under a bushel or anything else, unless he hides it, him-

self. Of course, some of us may sometimes delude ourselves into believing that we are being held back, but if the use of a modern idiom is permissible, "believe me, if a man has a light of greater candlepower than a firefly," it cannot be hidden.

Of course, we cannot all be managers—only one being needed generally for each railroad—but we can all manage the particular job which we have undertaken for a consideration to handle, or we can just hold it. The more managers of jobs we have, the better the railroad, and it is my ambition to see the day when every employe on the Illinois Central will be both manager and master of his job. When that day arrives, the railroad will have reached the point where no further im-

provement is possible. It is of course a laudable ambition to seek promotion or advancement, but do not neglect the job you have to do it; otherwise the realization of your ambition will be long delayed.

In conclusion I wish to invite my readers to again peruse the words of our vice-president, spoken three years ago, as quoted above, commit them to memory, and let us resolve in all earnestness to make ourselves more proficient in our chosen work, exercise patience in matters we do not understand, and trust to the fairness, broad-mindedness and mature judgment of our management, founded on long experience gained by stepping on every rung of the ladder of success, and loyally follow it to greater success.

Staff Meeting, Vicksburg Division

Greenville, Miss., July 15th, 1915.

PRESENT.

- MR. T. L. DUBBS, Superintendent.
- MR. F. R. MAYS, Train Master.
- MR. J. M. CHANDLER, Chief Dispatcher.
- MR. J. W. WELLING, Road Master.
- MR. C. LINDSTROM, Master Mechanic.
- MR. H. FLETCHER, Traveling Engineer.
- MR. A. S. HURT, Division Agent.
- MR. J. M. SIMMONS, Division Claim Clerk.
- MR. E. D. MEISSONNIER, Division Store Keeper.
- MR. Z. T. JOLLY, Claim Agent.
- MR. G. L. DARDEN, Claim Agent.
- MR. C. R. MYER, Assistant Engineer.
- MR. W. SHROPSHIRE, Supervisor Bridges and Buildings.
- MR. F. R. BISHOP, Supervisor.
- MR. H. MAYNOR, Supervisor.
- MR. C. J. HARRINGTON, Supervisor.
- MR. W. H. RODE, General Foreman, Cleveland.
- MR. J. McCLENDON, General Foreman, Greenville.
- MR. L. M. ELLIOTT, Agent, Rolling Fork.
- MR. E. C. DAVIS, Agent, Greenville.
- MR. S. SIMMONS, Chief Clerk.

ABSENT.

- MR. GEORGE McCOWAN, Special Agent.
- MR. R. L. DILLEHAY, Foreman Water Works.
- MR. W. L. CARTER, Claim Agent.
- MR. R. P. WALT, Agent, Cleveland.
- MR. G. B. McCAUL, Agent, Leland.
- MR. B. B. KINARD, Agent, Rosedale.
- MR. G. A. HOPKINS, Ticket Agent, Greenville.

The meeting was called to order by the Superintendent, who, after giving a brief talk, had the minutes of the last meeting read for the benefit of all present. The subjects which were discussed at the last meeting were gone over in a general way, with a view of keeping them fresh in the minds of all concerned and also to ascertain what progress had been made in correcting the various matters discussed.

Introductory:

The staff was complimented on the manner in which all concerned were working together with a view of obtaining the best results and protecting the company's interest. The continued co-operation of the various members of the staff was requested so that we would continue to make as good a showing in the future as had been made during the past quarter, or if possible, bring about a further improvement.

**Fuel
Economy:**

The first subject offered for discussion was economical use of fuel, figures being submitted showing the amount of fuel consumed in the various classes of service, as well as the cost of handling, etc., during the past three months as compared with the three previous months, also as compared with the same three months last year, which figures indicate a handsome saving both in the number of tons of coal used and in the expense of handling at various coaling plants on the division.

The conditions at each individual coaling plant were discussed in detail with a view of ascertaining if anything further could be done in the way of improving the method of handling, several suggestions being made, which will be investigated and if found practical will be adopted.

Figures indicate that with the mechanical coaling plant at Rolling Fork we were able to discontinue three established coaling plants. We are handling coal at the mechanical plant for approximately five cents per ton as compared with fifteen cents at former plant.

Several tests have been made in both passenger and freight service with a view of ascertaining just what amount of coal is absolutely necessary in order to handle tonnage trains between certain points, the results of these tests being used as a basis by which all engineers are governed. The figures representing result of these tests are placed in the hands of all engineers for their information and guidance.

It has been found that this plan has been working out very satisfactorily and all of the men are co-operating so that it is natural to expect that we will make a very favorable showing during the next quarter.

Leases:

A member offered for discussion the subject of Railroad property occupied by outside parties for various purposes, which property is covered by usual form of lease. It was stated that as a general proposition, seed houses, platforms, warehouses and other structures along the line covered by leases are in much poorer condition than our own buildings, platforms, etc., which greatly impairs the appearance of our way-lands, in addition to constituting a hazard from a fire risk standpoint and a personal injury standpoint.

A committee composed of all division officers was appointed to make a thorough inspection of all such buildings, platforms, etc., and in each case where the property is not in proper condition the matter be taken up with the owner personally, his attention being called to the condition and he be requested to make necessary repairs at once, explaining that it is our desire to have our way-lands present a uniform condition with regard to buildings both belonging to this company and to outside parties.

The committee will make a report at the next meeting showing in detail result of campaign which is now being conducted, which report we feel sure will be very gratifying.

**Live
Stock on
Waylands:**

Owing to the fact that a special campaign has been conducted with regard to live stock on our way-lands during the past thirty days, some very interesting and instructive talks were given by the various members of the staff, and the results of the various motor car trips made over the division by the Superintendent, Road Master, Claim Agents and Supervisors were discussed in detail.

During these motor car trips kodak pictures were taken of each head of live stock found on the way-lands and after having the pictures developed they were taken to the owner of such stock by committee composed of Claim Agents and Supervisors who explained to such owners the desire of the Management to reduce the number of head of live stock struck, injured or killed to the lowest possible

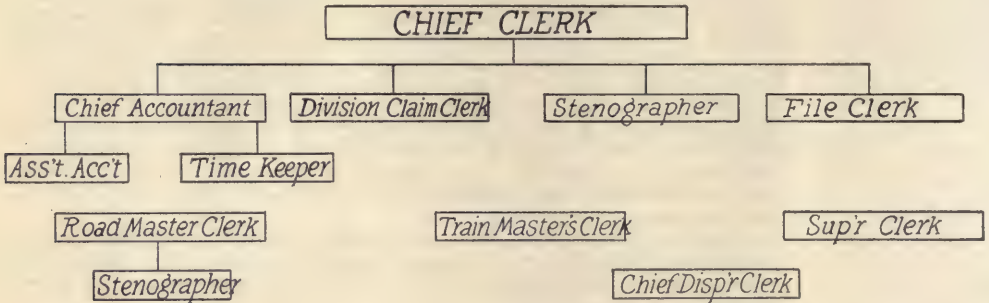
minimum and they were requested to assist us in this work of handling in such a way as would prevent their stock from being permitted to get on our way-lands in the future.

Although this campaign has been going on for only about thirty days, the good results are very evident and there is no question but that by following up closely each individual case, we will soon have the matter so well under control that we will be able to practically eliminate the expense account of damage to stock on the right-of-way.

Owing to the fact that the result of the inauguration of the unit system of office organization has been so satisfactory since it was started on July 1st, 1914, the subject was called to the attention of all concerned so that it could be incorporated in the minutes of this meeting to enable other divisions to favorably consider adopting the same plan.

Under the old arrangement separate organizations were maintained in Superintendent's office, Road Master's office, Train Master's office, Supervisor's office, and Chief Dispatcher's office, or five separate organizations, necessitating a great many letters being written between the various offices in order to secure the information required.

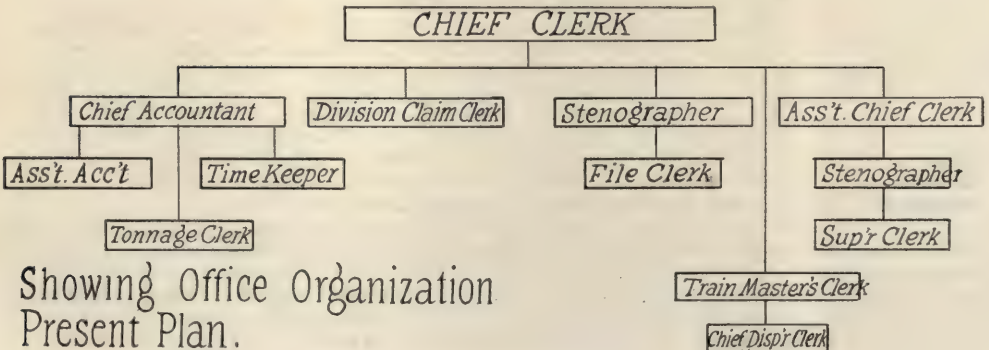
**Office
Organization:**



Showing Office Organization
Old Plan

Under the present arrangements only one organization is maintained which has resulted in reducing the work of all departments at least twenty-five percent and has increased the efficiency approximately the same percent.

At present all mail and other matters are placed on the Chief Clerk's desk who distributes to the various clerks who handle such matters without the necessity of writing any letters. After the information desired has been obtained, letters are written direct to the parties requesting the information and the entire file placed on Chief Clerk's desk for approval and signature.



Showing Office Organization
Present Plan.

Only one set of files are necessary under the present plan, which greatly assists in keeping all data together, also places all files where they are more readily available and as a whole the result is very satisfactory.

Blue prints are attached hereto showing the old and the new plan.

During the last cotton seed season we constructed a number of doors similar to grain doors, which were used in cars when loading cotton seed, which prevented the weight of the seed from getting against the door, causing it to bulge out and resulting in the loss of a great deal of seed in this manner. These doors were distributed to all cotton seed loading points and the result far exceeded our expectations. The use of the doors resulted in claims for loss and damage to cotton seed shipments being reduced approximately fifty percent. The plan met with the hearty co-operation of the shippers, a number of whom have stated that by using this device they were able to handle their entire output without a single claim of any character and as a result, we are receiving requests at this time to furnish these doors in time to be used in handling this season's output.

An appropriation of \$500.00 has been requested, it being felt that by purchasing a cheap grade of lumber and having these doors constructed by division forces we can take care of our requirements for this sum.

In addition to greatly facilitating the movement of cotton seed, these devices also materially facilitated the handling of cotton seed products, being removed from the cars after cotton seed was unloaded and used in cars when loading the cotton seed hulls, meal, etc.

By using these devices we not only prevented the loss of seed and seed products but also enabled shippers to load cars to their capacity so that we can secure the benefit of the revenue of the full car capacity.

Another feature of advantage to be considered is the fact that by using these doors, which prevent the loss of cotton seed from cars, we also eliminate the hazard of live stock coming up on our waylands to feed on the seed wasted from the cars which, of course, is a very important matter.

Attention was called to the fact that the present company coal waybill is not of sufficient size to enable all information required being shown thereon, and is also made of inferior material.

A new form as per sample next attached was suggested, it being felt that by printing this waybill on a form similar to the present home route card, size 6 inches wide and 9 inches long and made on cardboard instead of the paper as at present, that it would be more satisfactory.

The company coal waybill is a very important document and should be so gotten up that all possible information can be shown thereon and should be made of material that will withstand a great deal of handling.

On the present form sufficient space is not provided to show the mine weight as well as two or three track scale weights as is required in a great many instances and as a result it is necessary to mutilate the face of the waybill in showing this information thereon.

On the form recommended, it will be noted that space is provided on the front of the waybill for showing all necessary information and on the back of the waybill full instructions are given as to the proper manner of showing the information as well as the handling of the waybill. Space is also provided so that office stamps can be shown showing the various stations where the cars are handled.

(FRONT OF WAY-BILL)

This car must be weighed before unloading.

ILLINOIS CENTRAL RAILROAD.

YAZOO & MISSISSIPPI VALLEY RAILROAD.

Company Coal Waybill No. 52.

Car number 105,462; initial I. C.

Kind of Coal, mixed. Date July 5th, 1915.

From Southern Coal Company. Isley, Ky., mine.

Consigned to Y. & M. V. R. R.

**Use of Grain
Doors with
Cotton Seed
Shipments:**

**Company
Coal
Waybill:**

Destination, New Orleans Division.
Waybill from Memphis to Nonconnah Yards.
Mine Weight—Gross, 144,500; tare, 39,500; net, 105,000. Advance charges.
Track Scale Weights—Southern W. & I. Bureau: Weighed at Nonconnah—Gross, 1,434; tare, 395. Southern W. & I. Bureau: Weighed at Cleveland—Gross, 1,467; tare, 410.
Unloaded at Cleveland, Miss. Date July 1st, 1915. For use of engines. Received, R. P. Walt, Title, Agent.
Use the reverse side of this card for junction and other stamps.

"SAMPLE OF PROPOSED COMPANY COAL WAYBILL."
DIMENSION, 9 IN. x 4 IN.
(BACK OF WAYBILL)

- (1) Each Agent at point of origin, our line and at our junction stations with foreign lines, will be furnished a list showing the mines in which he is interested, from which we purchase coal on the basis of our track scale weights. Reference to this list is essential to proper waybilling.
- (2) Agents should use this form in billing or rebilling company coal purchased on the basis of our track scale weights.
- (3) Agents at receiving stations should keep all company coal waybills in their possession until the coal is diverted or unloaded, and should check the yards frequently (and invariably on the last day of each month) to see that such coal is on hand.
- (4) When diverted, the heading of the waybill should be changed to the new destination. When unloaded for company use, Agent should immediately secure receipt on the company coal waybill of officer or employe to whom coal is turned over, and when delivered for commercial use obtain receipt of the company or individual to whom proper instructions have been received to deliver the coal.

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**Warehouse
Gates:**

Several months ago upon the suggestion of a member of the Vicksburg division staff we experimented upon the type of a gate to be used in our freight ware-rooms so as to provide protection during working hours without the necessity of keeping warehouse doors closed, which was found impracticable on account of shutting out light, ventilation, etc.

These gates were installed at one of our important stations, after being used for a period of sixty days; the result was so satisfactory and the expense of providing same so small, that we arranged to equip a number of other stations by furnishing gates at two or three stations each month. At present all of our important stations are provided with these gates.

The gate is constructed of a top and bottom cross piece with pickets of $\frac{3}{4}$ inch by 3 inches by 6 feet, being equipped with strap hinge and clasp so that they can be kept closed and locked when not actually in the act of receiving or delivering freight. In this way unauthorized parties are prevented from entering warehouse without the knowledge of employe in charge and this feature has played an important part in the reduction we have made in loss and damage to freight on this division during the past twelve months.

Blue prints are attached showing the construction of the gate as well as the manner in which it is to be applied and operated and it is recommended that this device be adopted as standard on the system.

A member of the staff brought up for discussion the proposition of revising the present continuous home route card form R-1, which it is felt could be greatly improved upon by printing same on a better grade of cardboard, it being suggested that the same material as is used for home route card waybill, form 314, would answer the purpose.

**Continuous
Home Route
Cards:**

It was also suggested that when revising this form an additional column be provided to show the mileage, which information would be of considerable assistance to agents and others in handling cars, especially at our smaller stations where we are not equipped with necessary data for figuring mileage via the various routes. This would no doubt result in greatly improving the service and avoiding delay in some cases where it is necessary for agents to take up with different offices to secure the information required.

A communication from the General Superintendent with regard to the practice on some lines to provide a case with a glass door in waiting rooms for the purpose of posting circulars, was read and suggestions and recommendations requested.

**Cases with
Glass Doors for
Posting
Circulars:**

After the matter was discussed in detail it was unanimously decided that it would be a very good plan to adopt this practice on this system as in this way all circulars could be posted in a uniform manner, would be protected so that they could not be defaced and at the same time the expense of providing a case of this kind would be nominal.

It was suggested that these cases be provided only at the larger stations.

For the benefit of those present who were not familiar with the plan in effect on this division of conducting quarterly station checks, this subject was brought up and thoroughly discussed.

**Station
Check:**

Effective January 1st, 1915, a committee composed of Train Master, Chief Dispatcher, Division Agent and Division Claim Clerk, was appointed to make motor car trips at intervals of every two or three months over the entire division, making a complete check of all matters at each individual station. After these checks are made each period a report is compiled by the committee, showing the conditions found at each station, the Agent being allowed credit on the percentage basis according to conditions developed.

A sheet (a copy of which is attached hereto) is used for making report at each station. A complete set of these reports is sent to each agent on the division as well as to all of our general officers, so as to enable them to keep in close touch with conditions at each station.

| | |
|---|---|
| Station..... | |
| Agent..... | |
| 1. Check of Warehouse..... | % |
| 2. Receipt for freight at actual time of delivery..... | % |
| 3. Over, Short, Bad Order, Refused and Unclaimed Reports..... | % |
| 4. Checking of freight from trains and to Consignee..... | % |
| 5. Proper filing, checking and general condition of tariffs..... | % |
| 6. General condition of Tickets, Ticket Cases and Records..... | % |
| 7. Daily check of Yard, and posting of Demurrage records..... | % |
| 8. Proper assessing and collection of Demurrage and Storage..... | % |
| 9. Proper compiling and forwarding of 22 and 22½ reports..... | % |
| 10. Receiving, reporting and filing Blind Siding reports..... | % |
| 11. Train order signals, flagging equipment, Telephone and Telegraph equipment..... | % |
| 12. Proper dating, posting and general condition of Bulletin Board..... | % |
| 13. General condition of waiting room, and proper posting of circulars..... | % |
| 14. Proper care of seals and keeping complete seal records..... | % |
| 15. Condition of Fire Extinguishers, proper number of extra charges, etc..... | % |
| 16. Condition of Warehouse and Cotton Trucks..... | % |
| 17. Stationery, surplus, shortage, and condition..... | % |
| 18. Prompt handling of correspondence, railroad mail, etc..... | % |
| 19. Proper handling of reports and statements..... | % |
| 20. General condition of Station Grounds, Parks, etc..... | % |
| Total Station average..... | % |

Since the inauguration of this system we have found a decided improvement upon each trip of inspection, the agents taking a personal interest in the proposition, there being considerable rivalry among them, each trying to rank first by having his station up to the 100 per cent efficiency.

In order to prevent agents from preparing for these checks, the trips are made at irregular intervals, and in this way we are able to get a report of the actual conditions at the station. Where irregularities develop necessary action is taken to prevent a repetition.

During the past five months all concerned have been devoting a great deal of time and energy to the subject of reducing claims on account of loss and damage to freight.

**Loss and
Damaged
Freight:**

Each and every individual agent, conductor and other employes who has anything to do with the handling of freight has been furnished with a full set of written instructions as to the proper method of handling such matters and in addition each employe has been interviewed personally and their co-operation solicited.

It is pleasing to note that the result of this campaign is an enormous reduction in the number of claims filed as compared with the same month last year, this reduction amounting to approximately

75 per cent which, of course, results in a saving of several thousand dollars in claims paid.

By the combined efforts of all concerned the Vicksburg Division for the month of June, 1915, as well as for July, 1915, has occupied first position on statement showing number of claims paid for lost packages or shipments, with a total of thirteen claims paid in June and ten in July, as compared with forty-one claims in June, 1914, and forty-five claims in July, 1914.

During the month of April, 1914, there were 148 claims filed on this division as compared with only 63 filed in April, 1915. During May, 1914, there were 160 claims filed as compared with only 67 in May, 1915. During June, 1914, there were 176 claims filed as compared with only 43 in June, 1915.

We have been able to bring about this reduction only by all concerned closely following up each individual case and securing the hearty co-operation of all employes as well as all shippers and consignees.

We find that we are able to do considerable good along these lines by having warehouse foremen in company with division claim clerk make trips over the division, accompanying merchandise cars loaded at their stations so that they will be in position to see just how their freight checks out and be in position to note the various irregularities personally, thereby placing them in better position to take corrective steps to prevent a repetition.

On the next page you will find a facsimile of report used by conductors in reporting freight over, short or bad order in their trains. This report gives all information needed in order to enable superintendent's office to investigate thoroughly. In case of shortage report shows where car was first opened, where worked and where set out. In case of overage it enables us to immediately locate billing so that delivery can be effected without delay.

This report is filled out by the conductors and left at station where irregularities occur or in case the irregularity occurs at a non-agency station or a non-telegraph station, report is carried to the first telegraph station, where it is left to be wired and then the original report sent by mail as a confirmation.

By furnishing these cards to conductors it greatly simplifies the work of reporting the irregularities and at the same time gives all information necessary.

This form has been in use on this division for several months and it is recommended that it be established as standard on the system.

Conductors telegraphic and mail report of irregularities noted in freight shipments handled by them.

.....191...

.....picked up at.....

Car No. and Initials under seals East.....West.....car opened at.....

and checked.....the following shipment

Over, short or bad order.

covered by.....to.....

Billing station.....Destination.

W/B No.....date.....consigned to.....

.....Consignee.

at

.....

car worked at.....

.....

and set out at.....

All stations where car worked.

.....

.....Conductor.

At present this form is made up on mimeograph using regular letter head but it is proposed to have the form printed on post card size 3½ by 6½ inches addressed to Superintendent similar to the post card now used for safety first suggestions.

Car
Cleats:

The question of discontinuing the use of car cleats was brought up for discussion and it was the general opinion that it would be to the interest of the company to discontinue the use of cleats, which plan, if adopted, would effect a saving of approximately \$30,000.00 per annum on the system representing the cost of the cleats, to say nothing of the saving that would be effected in the way of eliminating damage to our equipment, which is now being caused by the

application of cleats. While we are not in position to give an estimate in dollars and cents of the damage done to our equipment each year by the application of cleats, it is fair to assume that this damage amounts to several thousand dollars.

There is nothing to be gained by applying cleats to cars, as a cleat never has prevented a robbery. If an attempt is made to rob a car the presence of a cleat will not prevent, as it can very easily be removed with a hatchet or a bar of any kind.

On the other hand, when applying these cleats, it is necessary to use large nails to hold them in place and when the car reaches destination and the cleat has to be removed, a great deal of damage is caused pulling out these nails from the woodwork of the car.

In addition to the above facts, there is another feature to be considered, that is, the hazard of personal injury, due to these cleats with nails protruding being dropped along the side of cars when opened, resulting in trainmen, yard men and others being injured on account of coming in contact with these nails.

Cleats cannot be applied to our new type of box cars except on the inside and therefore no protection is afforded.

A member called attention to the trouble that is being experienced especially at our smaller stations, with regard to agents familiarizing themselves with the proper method of handling, filing, etc., of the various tariffs, as well as to acquaint with the requirements of such tariffs.

Tariffs:

It was suggested and we recommended that if possible the agents at smaller stations be required to have on file only such tariffs, classifications and circulars as are actually needed to carry on business at such stations.

A recent check of the tariff files on the division developed the fact that none of the stations had a complete set of tariffs in accordance with circular 97-J, and agents in each instance ordered the missing tariffs but were furnished only a small number of those ordered, being advised by the general freight agent that the balance could not be furnished account of the supply being exhausted. This still leaves the files incomplete and does not comply with the law.

If permission can be obtained by our Traffic Department from the Interstate Commerce Commission to revise circular 97-J, so as to require us to carry only such tariffs as are needed at the smaller stations, we will not only greatly reduce the expense of printing and distributing the tariffs, but at the same time will enable our agents to keep their tariffs in proper condition and to become more thoroughly familiar with tariff requirements affecting their particular stations, thereby enabling us to obtain a greater degree of efficiency among our agents.

Stationery:

The subject of stationery and the adoption of a plan which would enable us to improve upon the present system of handling stationery was discussed.

It was found that considerable trouble is being experienced at the present time with regard to keeping agents supplied with sufficient stationery and at the same time to prevent a waste, due to the fact that under the present arrangement an agent is required to anticipate his wants from sixty to ninety days in advance of his actual requirements, which makes it a matter of almost impossibility for agents to order just what is needed, owing to the fact that local conditions which govern may change to such an extent that an over supply of certain stationery will be ordered and an insufficient supply of other forms.

It was suggested that either a supply of stationery be kept on each division and distributed from the superintendent's office every thirty days or that a store room be established at Memphis and one at New Orleans in addition to the one now maintained at Chicago so that agents in all sections will be in close touch with the supply department so that they can secure stationery needed on short notice, which will eliminate the necessity of ordering an unnecessary amount of certain forms in anticipation of their requirements.

It is thought that the best plan would be to have a supply of stationery kept on each division as the man on the ground is in better

position to know the actual requirements of agents and at the same time agents would know that they could secure stationery within a few hours when found necessary and therefore would not order a lot of unnecessary supplies resulting in considerable waste.

By adopting this plan it is our belief that stationery can be handled at practically the same expense as it is being handled at present and in a much more satisfactory manner.

Re-weighing LCL Shipments:

The question of reweighing LCL freight was brought up for discussion with a view of ascertaining if everything possible is being done to insure our receiving all revenue due in the way of assessing charges on the actual weight of all shipments and it was the consensus of opinion that this proposition was being followed up as closely as possible on this division and that from all indications the same conditions exist on all other divisions.

We have made a number of tests on both in and out bound shipments at various stations and we have found that in practically every instance shipments were being billed at actual weight and as a result we were not able to secure any increase in revenue account of increasing the weight of shipment weighed.

It was found, however, that at one station standard packages such as cases of soap, canned goods, sacks of oats, corn, etc., were being under-billed. After making several tests we arrived at the actual weights of such packages and arranged to bill them at proper weights thereafter.

We have handled this matter with shippers and consignees and they are co-operating with us so that we feel sure we will have no further trouble of this character.

Several communications on the subject of getting the maximum efficiency out of our equipment was read and the subject was discussed at length. As a general proposition it is felt that we are having all of our cars loaded to their capacity or 10 per cent in excess thereof, and by continually following up with shippers and by watching the matter closely ourselves we are sure to overcome the few exceptions where we find cars being lightly loaded.

All concerned appreciate the importance of this matter and we feel confident that the desired results will be obtained.

Loading Cars to Capacity:

STATEMENT SHOWING RESULT OF CLOSE SUPERVISION.

Vicksburg Division.

Freight and Passenger train operation for the Month of June, 1915, as compared with June, 1914:

| | 1915 | 1914 | Per cent. | |
|--|-------------|-------------|-----------|------|
| Freight Train Operation: | | | | |
| Train miles | 34,910 | 35,658 | 2.1 | Dec. |
| Ton miles | 30,557,539 | 29,304,206 | 4.3 | Inc. |
| Total expense | \$16,809.65 | \$19,273.15 | 17.9 | Dec. |
| Cost per 100 train miles..... | 48.16 | 54.05 | 10.9 | Dec |
| Cost per 1,000 ton miles..... | 0.55 | 0.66 | 16.6 | Dec. |
| Less freight charges on coal both years: | | | | |
| Cost per 100 train miles..... | 37.87 | 43.09 | 12.1 | Dec. |
| Cost per 1,000 ton miles..... | 0.43 | 0.53 | 19.0 | Dec. |
| Passenger Train Operation: | | | | |
| Train miles | 45,910 | 47,643 | 3.6 | Dec. |
| Total expense | \$10,706.21 | \$13,659.15 | 20.1 | Dec |
| Cost per 100 train miles..... | 23.32 | 28.67 | 19.0 | Dec |
| Less freight charges on coal: | | | | |
| Cost per 100 train miles..... | 20.48 | 24.55 | 16.5 | Dec. |

Cast Iron Heel Block for Switches:

The proposition of equipping our switches with cast iron heel blocks was suggested and discussed, after which it was decided to recommend the adoption of this heel block.

A great many points in connection with this proposition were mentioned and all present favored the adoption of the block as standard.

Blue print is attached showing the general plan, from which it will be noted that the block will act as a foot guard and in addition will strengthen the joint, which is the weakest joint in the switch, and will hold it perfectly rigid so as to insure the switch points always being faced at the heel of point.

It is also shown by using these cast iron heel blocks they will also act as a safeguard against injuries being sustained.

In addition to the general plan shown on blue print it will be noted that we have shown the heel block, the section at heel and the heel joint with the necessary explanation shown with each drawing.

**Passengers
Purchasing
Tickets
Before
Boarding
Trains:**

During the past three or four months we have been conducting a vigorous campaign with a view of interesting all employes and patrons in the subject of having all passengers provided with tickets before boarding the trains.

Our investigation develops the fact that local conditions at a number of stations had considerable effect on this proposition, and we have worked at such points very diligently, putting into effect an arrangement which would work to the best interests of all concerned.

The general public seem to be interested in this move, and this, together with the interest which is being displayed by our agents and trainmen, will undoubtedly bring about a condition which will be very pleasing.

For the months of April, May and June we have been able to bring about a reduction in the number of cash fares collected on trains on this division of approximately 50 per cent, and during the next three months we expect to make a further reduction of at least 50 per cent in the number of cash fares now being collected.

In this connection we are also closely following up the proposition of having all children between the ages of five and twelve provided with half-rate tickets, and we are meeting with very good results.

**Standard
Gin Boxes:**

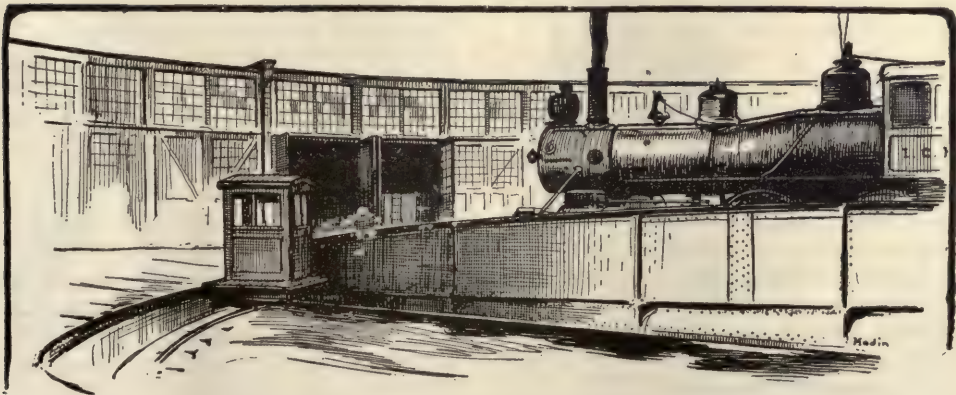
The subject of interesting all gin owners in the proposition of adopting a standard gin box size, 27 by 54 inches, so as to enable all ginnermen to turn out bales of cotton of standard size, was discussed, and the opinion prevailed that within a short time all gins in this section would be equipped with the standard gin boxes, owing to the fact that all gin owners are replacing their gin boxes, as fast as the old ones wear out, with new ones of the standard size mentioned above, and all new gins constructed are so equipped.

In handling this matter with gin owners it was explained to them that their interests in this proposition were identical with ours, which fact seemed to be realized, and they assured us that they were heartily in accord with the move and would do everything within their power to assist us in bringing about the condition desired.

At the same time the question of properly packing and marking cotton, as well as using bagging of good quality, was discussed with the ginnermen, and from the manner in which they have taken hold of the proposition we feel assured that a great improvement will be noted during the coming season.

Conclusion

After a general discussion of all subjects and new subjects being solicited and none offered, the meeting adjourned.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Echoes of the Coleman Case

THE suit of Charles M. Coleman, brakeman, for alleged personal injuries, at Alworth, Ill., June 2, 1914, when he claimed to have fallen from the side of a box car, due to handhold pulling out, occupied the center of the stage at St. Paul last April. The case was widely commented upon by the press following the trial.

Coleman, it will be remembered, swore that he was completely paralyzed from the waist line down, for which he asked the court and the jury to allow him the comfortable sum of \$50,000.00. He was carried into the court room on a stretcher, and his claims of absolute helplessness were backed up by the testimony of several licensed doctors, and, too, he was represented by one of the shiftiest among the Minnesota soliciting lawyers, Mr. Samuel A. Anderson, so that the trap was all set and it looked as though the Illinois Central stood a good chance of being caught, but some very unusual things happened.

After two doctors had testified that Coleman was completely and permanently paralyzed and that he could never walk again, and after Coleman himself had sworn that he had no control whatever over his lower extremities, Attorney Anderson made the startling announcement to the court that Coleman was not paralyzed at all, but was suffering from some nervous disorder. That was exactly what the representatives of the Railroad Company, in charge of the case, had been contending all along, and they were most curious to learn what caused Anderson's sudden change of front. We now give the story for the first time.

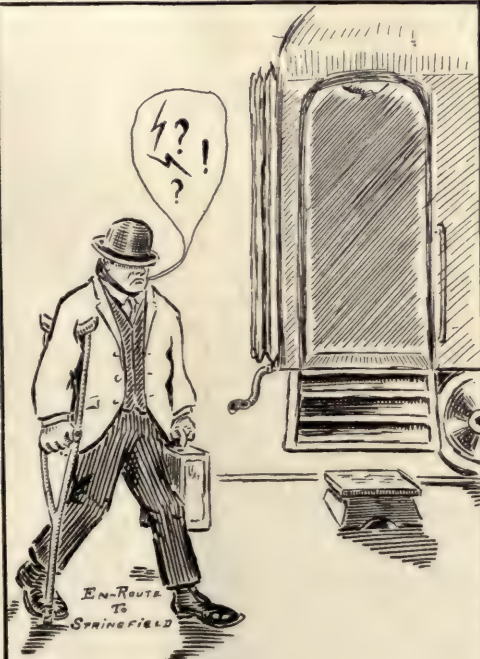
For some time prior to the trial, Coleman had been at Mounds Park Sanitarium at St. Paul under the care of Dr. C. R. Ball, who was expected to act as the chief medical witness to establish his claims. The night before the day he was to go on the witness stand, Dr. Ball became suspicious and



HYPNOTIZED



? PARALYZED ?



En-Route
To
Springfield

REALIZE-(D)!



Springfield

HOME

SOLILOQUIZE-(D)

S.M. Corp
1914



CHARLES M. COLEMAN.

Who Sued for \$50,000, Alleging Permanent Paralysis of Lower Extremities, as He Appeared a Short Time After He Lost His Case.

set out to satisfy himself about Coleman's condition. He gave Coleman 20 grains of trianol and instructed the nurse to watch him till he was sound asleep. When the nurse called the doctor and informed him that the patient was asleep, Dr. Ball went into the room and was surprised to find Coleman lying on his left side, he having testified that he could not move himself. The doctor threw the bed clothes up from the feet, exposing Coleman's legs. He found they were drawn up about half way, which was another surprise, as Coleman had sworn he could not bend his legs at all. Dr. Ball then, in the presence of the nurse, tickled the bottoms of Coleman's feet and found that his limbs were lithe and supple. Of course, Dr. Ball immediately notified Anderson, the lawyer, and the sensational announcement to the court followed.

The trial was proceeded with on the theory that Coleman, if not paralyzed, must have some other injury which the Illinois Central ought to pay him for, but, finally the court dismissed the suit

on the ground that the plaintiff had failed to make out a case under the complaint. The defeat was a most bitter and humiliating one for Anderson, the widely advertised personal injury lawyer.

When comparing the extravagant claims those who are in the pay of Anderson make about his brilliancy and success as a personal injury lawyer, with what actually happened in the Coleman case, one is reminded of the following story: A woodpecker, sunning himself on a limb, thus soliloquized: "I am a pretty bird. Indeed, there are few, if any, birds prettier than I. Then, too, I am a smart bird; and there are those who think that I am the smartest bird that flies." Just then the shadow of a real fighting bird from another state caused the woodpecker to seek his hole in the trunk of a near-by tree, but the call was so close that he entered the hole minus a quantity of feathers plucked by the fighting bird. Later, when the danger was over, the woodpecker, resuming his soliloquy, said: "I may be a pretty bird, and even

a fairly smart bird, but blamed if I didn't come near being picked clean that time."

That Dr. Ball made no mistake in his diagnosis it is only necessary to say that, since the trial Coleman has been living at Springfield, Ill., and has been walking around in a perfectly normal manner, sometimes accompanied by a cane, but frequently without it. He admits himself that he is now practically well. The cut of Coleman appearing with this article was made from a kodak picture taken shortly after the trial at the home of his mother-in-law in Springfield, and the cartoon by Mr. Copp illustrates, with a good deal of accuracy, some of the things that occurred during and since the trial.

Coleman lay in bed for nearly eleven months, or from the date of his injury until his case was tried, and during all that time was waited upon and treated as though he were perfectly helpless and unable, without assistance, to even attend to the laws of nature. A remarkably short time after he was beaten in the law suit and left St. Paul, he was walking about the streets of Springfield, the termination of the law suit having, apparently, resulted in a complete cure.

The costs to the railroads of investigating and defending personal injury suits on the order of the Coleman case are enormous. That these conditions exist may seem incredible to some, but the railroads are painfully cognizant of the fact.

SHRINKAGE OF A DAMAGE SUIT VERDICT

If the subsequent history of the occasional large damage suit verdict was known it would be found that there is as much or more difference between the verdict and what the plaintiff actually receives in the end as there is between the attractive salaries which vaudeville stars are said to be paid and the amount they really receive. A recent damage

suit disposed of in this county is in point.

W. B. McEwen, who was employed as a car repairer for the Illinois Central R. R. Co., in its shops at McComb, was killed on June 3, 1914. Suit was brought in the Circuit Court of Lincoln county at the 1914 term, and a trial had at that term. The jury returned a verdict for \$22,000.00. The defendant upon hearing of a motion for a new trial, contended that this amount was excessive and made such a showing in support of the contention as induced the court to reduce the amount to \$12,500.00 for which sum judgment was entered and the defendant appealed. We are advised that the case was recently settled for \$6,650.00, out of which the heirs received \$4,575.00, the attorneys retaining a much smaller portion for their fee than is customary in such cases. Even so, the amount secured by the heirs is but 20 per cent of the jury verdict. No doubt the amount paid is fair and equitable taking into consideration the liability and other features of the case, else it would not have been accepted, particularly as a judgment was pending for \$12,500.00.

The lesson to be learned from this by those who have claims for personal damage or wrongful death of next of kin, is that they should not be encouraged to hold out for large sums because of large verdicts they have heard of, read of in like cases. Such verdicts usually cash in for but a small per cent of their face value. Then, too, as a usual thing only the large verdicts are given publicity. The cases in which recoveries are small, or cases in which verdicts are large, but greatly reduced or entirely wiped out on appeal, or those in which verdicts are rendered for the defendant are seldom mentioned and hence the actual result of such cases does not come to the attention of the prospective litigant. All of which goes to prove the truth of the old adage that "a poor compromise is better than a good law suit."—*Twice-a-Week Journal*, McComb, Miss., Aug. 25, 1915.

SPRINGFIELD DIVISION OFFICERS ON A MOTOR CAR TRIP

Claim Agent J. D. MaGee, of Springfield, writes entertainingly, under date of 9th ult., concerning trip he made with Division Officers on motor car over the entire 540 miles comprising the division, as follows:

Late Saturday afternoon I finished a motor trip over the Springfield Division, having traveled over 540 miles from early Tuesday morning until Saturday. Superintendent Patterson was with me part of the time; Train Master Hanly part of the time, and Road Master Backus accompanied me on most of the trip. The different Road Supervisors accompanied us over their respective districts. The main object of the trip was to check stock reports and claims with the different Section Foremen for the first six months of the year 1915. I might state at this time that our records seemed to correspond and that a report of same will be found attached to this letter. In addition to stock reports, we checked personal injury reports and fire claims, discussed various personal injuries and accidents with a view to preventing same in the future; called the attention of the different officials and foremen to dangerous crossings, bad gates, defective fences, station platforms, board sidewalks and everything which might be the cause of an accident or injury from which a claim might result, and discussed the methods and advisability of remedying such evils. The foremen were examined on certain flagging rules and all curves were gauged and main and switch tracks, switches and switch points inspected. Altogether, it was a very pleasant trip and should prove to be a very profitable one.

We met a very capable and loyal lot of Section Foremen, some of whom have long, faithful and splendid records of service; others, who have served a few years and who seem determined to and probably will equal the good records set before them; and still others who have recently become foremen who

are ambitious, energetic, strong, and who seem to possess the proper qualities to make them successful builders and caretakers of the road.

When a man sits in his office and reads reports and considers claims as I have done for almost two years, he is apt to become narrow in his views and inclined to believe that there isn't a careful and capable foreman on the system; but when he talks to such men as Section Foreman Fry, of Alhambra, who claims to have reported only one personal injury in 24 years, Foreman Brennan, of Mt. Olive, who has had to report only one injury in 12 years; Foreman Carmichael, of Clinton, who was the only man on his section to be injured in 10 years; Foreman Badget, of New Holland, who has had no accidents in about 12 years; Martin Hughes, of Lincoln, who has had none of his men hurt for almost 20 years; Foreman Lynch, of Lanes, who has reported no personal injuries in 15 years; Foreman Woods, of Lodge, who has had only one cow killed on his section in 15 years; Foreman Lindeman, of Seymour, who has reported no personal injuries in 15 years; Foreman Harrington, of Argenta, who has had only one injury in 13 years; Foreman Snyder, of Monticello, who has reported no personal injury and no stock claims in 8 years; Foreman Pyatt, of Oconee, who has reported no personal injuries in 20 years, and other such records, and learns from them that the reason they are able to make such reports is because they have always exerted themselves to prevent personal injuries and the killing of stock, it is a pleasure for him to admit that he has had a wrong impression of things. It is also a satisfaction to have such men testify that claims growing out of injuries to men and the killing of stock can be prevented by proper supervision and care.

Generally speaking, we found the fences on the Division to be in fair condition only. There are many places where there are no fences at all. However, usually where we saw stock in

the adjoining fields the fences were in good condition. At one or two places we saw a bad gate or a bad section of fence along a field in which there was live stock. We called the attention of the foremen to same and they agreed to make the necessary repairs without delay. It is my opinion that the general condition of the railroad fences is better than on other parts of adjoining farms. We observed a number of places where the company should furnish good gates and the foremen were instructed to make requisition for them. We also observed that as a general proposition the gates with "KEEP CLOSED" signs on them were closed while the others were not. There was one place near New Holland where there was a sign at a crossing, but no guards or gates. The foreman told us that he had recently seen a farmer go upon the track at that place and ride horse-back two miles north to Burton View. The Supervisor was instructed to find out if it was a public or private crossing and put in gates or guards. There is a peculiar condition existing near Vera. There has been some dispute in the vicinity as to whether a crossing was public or private, and people have been traveling on the right of way to a certain point instead of crossing over the tracks. The foreman was instructed to prevent this by placing posts across the right of way. I observed one bad feature about the leasing of right of way. Usually the lessee leaves the gate in the wing fence or a section of the wing fence, open or down, making it very easy for stock to enter upon the right of way from the public highway. I feel sure the foremen will be instructed to remedy this evil. In many instances our right of way fences or the fences leading to them are hedge and the hedge has grown so high that it makes the crossings dangerous. The foremen were directed to trim such hedge fences.

Near New Holland and Burton View on the Havana District, there are two crossings known as the Bartman Crossing and the Burton View Road. They

have been considered dangerous crossings for several years, but recently the members of the Road Department have repaired them and changed them, lessening to a great extent the elements of danger. The farmers living near them are well pleased with their present condition. The Mayor of New Holland was so well pleased with one of them that he wrote a very complimentary letter to the foreman.

It is pleasing to relate that at only two places did we see live stock pasturing upon the right of way. One instance was at Glenarm, and Superintendent Patterson instructed our Agent to have the horse taken away. The other was just south of Weldon, where a cow was tied upon the right of way. The foreman, Mr. Lynch, took the cow off the right of way and tied her along the road, but the owner took her back. Our former agent at Weldon has given the owner, John Simpson, written notice that he must not leave the cow on the right of way, but he insists upon doing so. I think, however, the matter can be successfully handled.

It was gratifying to note that there is not much danger of damage by fire this year. In a great many places the foremen stated that the farmers were willing and had agreed to plow fire guards inside their fields should the necessity arise. This was especially true on the Havana District. A number of fields are already protected by sufficient guards, and farmers have promised to plow in others. In some places, however, the owners will not plow guards unless they are paid by the company for doing so. This condition exists to some extent along the Decatur District and on the Clinton district. Wherever this was found the foremen were requested to exercise all the care they could to prevent fires and keep them from spreading. The foremen are planning to mow their sections some time this month and some of them have already done so. We noticed that some of the right of way tenants had mowed the land, but had

failed to cut the grass and weeds along the fence line. The foremen were told to have them do that. We did not see any buildings close enough to the tracks to be considered fire traps.

At Mason City we observed some defective crossing planks near the depot and a bad sidewalk leading to the station grounds. The foreman was instructed to repair them at once. At Monticello the Supervisor was requested to make changes in nearly all of the crossings. The depot platform at Shobonier is in very bad shape. There are two holes in it. The curbing is worn off where passengers alight from trains and the approach from the sidewalk is not very good. Repairs should be made there.

The trespassing evil is notable at Glen Carbon, Divernon, Pana and Sandoval. At each of these places there are coal mines. The miners use the right of way for going to and from their work and there are always a number of children picking up coal along the tracks. At Pana we noticed two coal carts against a signal post in the yards near the mine, and at Sandoval three tiny children were picking up coal between two tracks on which there were trains and our motor car on another track. Their mother seemed to be near them. We put them off the right of way.

Superintendent Patterson earned an honor mark for discovering a broken brake-beam or rod on a car in the yards at one of the stations on the Springfield

District. The car was marked and the agent's attention called to it.

We found no danger of accidents due to stock pen gates being open. This is because the officials have made a thorough campaign in the matter of keeping them closed. We found them open at only two places and the foremen were instructed to close them immediately.

It was wholly a business trip, but there was one amusing incident which might be recorded. The motor car refused to run after we got in the Lincoln yards one day. Our chauffeur, Frank, a "master mechanic," had worked with it for almost two hours. It was a very warm morning. He was somewhat aggravated because he could not detect the trouble. Finally he mopped his forehead and exclaimed, "If anybody can tell me what's the matter with that motherless thing just let 'em come forward." The motor must have resented that remark, because almost immediately afterwards Frank cranked her up and she started to run and gave us no more trouble during the remainder of the trip.

Everybody manifested a desire to prevent injuries to life and limb and the reporting of the killing of stock and losses by fire. The officials did not hesitate to issue instructions with those objects in view, and the men seemed anxious to do all in their power to please their superiors, lessen the danger to themselves and lighten their burdens. I feel confident that the trip will bring forth excellent results.

"What Would You Do if You Owned the Railroad?"

THE officers of the Kentucky Division are making a determined effort to reduce the number of head of stock killed. Every officer, every section foreman, every engineer, every conductor and, in fact, every employe of the Division, are waging an unrelenting war against the killing of stock, and they are fighting a winning battle. Superintendent Downs called a meeting, which was held at Princeton on

the night of August 18th, for the purpose of discussing this one topic of killing stock on the waylands. The text of the meeting was: "What would you do if you owned the railroad?" and it was not departed from a moment during the entire evening.

Traveling Engineer Ryan struck the keynote when he said that the feeling of the men on the Louisville District towards the elimination of the killing of stock was in-

tense, and that men in the dead freight service considered it almost a crime to kill an animal.

Master Mechanic Walker read a message from the engineer of train No. 102, stating that he stopped three miles south of Dawson Springs to prevent killing two animals. Mr. Walker said he believed if we could stop No. 102 to prevent killing stock, that the engineers of dead freight trains certainly could offer no excuses for not doing likewise.

Train Master Thomas said that everybody on the Division seemed to feel that they were doing all they could to prevent the killing of stock, but that he did not agree with that view. He said: "Although we have done a great deal, and have realized results, still, I believe every man here can do a little more than he is doing."

Claim Agent Johnson said: "It was once said by an ancient philosopher that if you would give him lever enough he could lift the world. I am fully convinced that we can accomplish most anything we care to if we go about it in a concerted manner and as a unit, and through individual effort we can do it."

Claim Agent Payne suggested that if engineers would slow up at places where they know from experience that they were likely to encounter stock, that it would help a great deal toward reduction of number of head killed. He said an "ounce of prevention was worth a pound of cure." He called attention to the fact that on his territory, during the last four months, only one large animal had been killed, for which he had failed to receive an engineer's report, which was unusual.

Local Attorney Gates was present at the meeting and made a little talk, during the course of which, among other things, he said: "This is a most unique occasion to me, and to me, men, it bespeaks the solution, not only of the difficulties arising from the killing of stock, but of many of the other difficulties that are being encountered by railroad managers of today. It is not so much a question of the condition of fences, nor the matter of stock laws, in the beginning, as it is a cordial and universal and concerted action of the primal community of interest that must exist between railroad employes, from the man who drives spikes on the section, to the president of the company. The difference between these two is merely a difference in degree. Both and all are equal employes of the railroad company, and my observations justify me in stating, I think, that so far as the Illinois Central is concerned, every man connected with it recognizes himself as an employe of the Illinois Central and as a conservator of that company's interest. Your presence at this

meeting tonight bespeaks that attitude on your part, and the presence of the superintendent bespeaks that attitude on the part of the company's officials. So, it seems to me that the solution of the trouble arising out of the killing of stock is inevitable, if it be pursued. Not more than anyone else we should cordially recognize the fact that every dollar we save for our employer, to that extent, advances our own position in his employment; that we owe our employer just as much in serving his interest in the matter of keeping to a minimum his expenditure in loss resulting from our participation in his employment, as we owe him the duty of giving him honest service for the salary he pays us. In other words, the engineer, or the conductor, or the section foreman who by any oversight partially contributes to the loss of his employer of the price of a pig, is dishonest to that extent, just as he would be if he refused to render twelve hours service for twelve hours pay. I am presumptive that the employes of the Illinois Central have come to a full realization of that fact. Gentlemen, in its larger aspect every transportation problem that today is disturbing public opinion in America can be solved by this primal community of interest between men engaged in this grand enterprise, to be cordially and universally recognized. It is just as important for the simplest trackman to do his work well as it is for the president of the railroad to do his work well. It is frequently more important, and the trackman has not performed his duty fully until he has seen that to the limit of his ability he prevents the company's resources from being dissipated by paying losses arising from the killing of stock. The trackman who goes home in the evening knowing that there is a head of stock on the right of way that he could drive to a zone of safety, and neglects to do it, is to that extent, co-operative in the dissipation of his employer's resources, and to that extent, renders impotent the power of his employer to compensate him fully for the labor he performs. Now, gentlemen, it seems to me that you are to be very much congratulated upon the campaign that you are making. It has been some years since I retired from the Claim Department, and I could scarcely believe my ears when you talked about killing only two head of large stock last month and seven this month on one district. I remember very well when I was Claim Agent that between Evansville and Princeton I frequently paid out \$2,000.00 per month for the killing of stock. Whenever my monthly report got below \$1,000.00 I congratulated myself, and the idea of assembling a crowd of men like this to discuss the killing of stock was beyond my fondest dreams. I counted myself lucky in

those days if I could get the attention of one man at a time, and frequently it took quires of paper to do that. Certainly, I never dreamed that a company of men like this would assemble at Princeton, under the direction of the superintendent, to consider the matter of how the killing of stock might be curtailed. I believe that any train, I do not care how important it is, should stop, if possible, to prevent the slaughter of stock. There are two reasons for this: first, the population of the world has grown to such an extent, that the life of stock should be preserved for necessity, and second, the drain upon the treasury of the company occasioned by the killing of stock. The efforts of every employe should be utilized to prevent the killing of stock, and it should be impressed upon the minds of our locomotive engineers that they must not kill stock, if they can prevent it by stopping their trains. I was glad to hear tonight that a train as important as No. 102 was stopped to prevent killing stock. I consider it next to impossible to get stock owners who live along our right of way to make any serious effort to reduce this outlay. They generally get a pretty good price for their stock, and are not going to co-operate with you very cordially. I do not care what the conditions are, the railroad company is going to pay more, as a rule, than

what the stock is worth. From a legal standpoint the railroad is practically without defense in stock claims. It is practically impossible to take a case from the jury, and the juries are made up of people who have had stock killed, and there is a pretty well understood custom that when a case comes up, they will take care of the plaintiff's interest. So, therefore, gentlemen, it is up to you to solve this problem and I am quite sure, from what I have seen and heard here tonight, that you are going to do it."

"What would you do if you owned the railroad?" was the pertinent question frequently put to those present by Superintendent Downs. "If you went out on the road and saw stock on the right of way, and knew if that stock were killed that you would have to sign the check and pay the money out of your own pocket, what would you do? You would not kill the stock, would you? I want to enjoin upon every man here this evening, and upon every employe of this division, that his interest lies in doing just as he would do if he owned the road and had to pay out of his own pocket for the stock that is killed on the waylands. I believe every man here can do something toward the prevention of killing stock. I expect every one of you to do your part, and I am sure that I shall not be disappointed."

Contributions from Employes

How the I. C. Saved the Day

By J. O. Craig, Fuel Inspector

JUST a few words on an efficient railroad and how an efficient railroad met a sudden emergency. On the night of Aug. 19, the tail end of the great West Indian hurricane struck southern Illinois; the rain and wind continued unbroken for nearly 30 hours. Naturally all small streams and rivers were on a rampage, and it would be indeed a well ballasted and efficiently kept railroad that could stand the onslaught of such a terrific storm as that which came, and

I am proud to say there was one which stood the test. After the other roads running through the great American bottoms had failed account of washouts the Illinois Central was running their trains through and also on time, with little or no inconvenience.

Came an order from the chief dispatcher at Clinton, Ill., to the night operator at Litchfield to be ready to handle any number of foreign passenger trains over our line to St. Louis. The oper-

ators were on hand and ready all along the route four hours before the first train came, a big Pennsylvania mail and passenger, and then came the others, Vandalia, B. & O., Frisco, C., B. & Q., C. & A., Big Four, C. & E. I. and Wabash, and coming mostly in bunches, part of these trains detoured over the I. C. at Mt. Olive, some at Springfield and some at Litchfield, all on their way to St. Louis. The emergency was met, and efficiently, and only such time was lost as it took

to transfer them over the connection, and all the while kept their own traffic going, north and south. All this work was done over a single track railroad, but a railroad that is a railroad. And to think for at least a day it was the only railroad between St. Louis and Chicago direct. Three cheers for such a railroad.

For if it hadn't been for the old I. C. Where the devil would them trains now be?

THE LAND OF BEGINNING AGAIN

By E. W. Gibbens, Dist. Mgr., Greenville, Miss.

I wish that there were some wonderful place

Called the Land of Beginning Again,
Where all our mistakes and all our heart-aches

And all of our poor, selfish grief
Could be dropped, like a shabby old coat, at the door,
And never put on again.

I wish we could come on it all unaware,
Like the hunter who finds a lost trail;

And I wish that the one whom our blindness had done

The greatest injustice of all
Could be at the gates, like an old friend that waits

For the comrade he's gladdest to hail.

We would find all the things we intended to do

But forgot, and remembered too late,
Little praises unspoken, little promises broken,

And all of the thousand and one
Little duties neglected that might have perfected

The day for one less fortunate.

It wouldn't be possible not to be kind
In the Land of Beginning Again;
And the ones we misjudged and the ones whom we grudged
Their moments of victory here
Would find in the grasp of our loving hand-clasp

More than penitent lips could explain.

For what had been hardest we'd know had been best,

And what had seemed lost would be gain;

For there isn't a string that will not take wing

When we've faced it and laughed it away;

And I think that the laughter is most what we're after

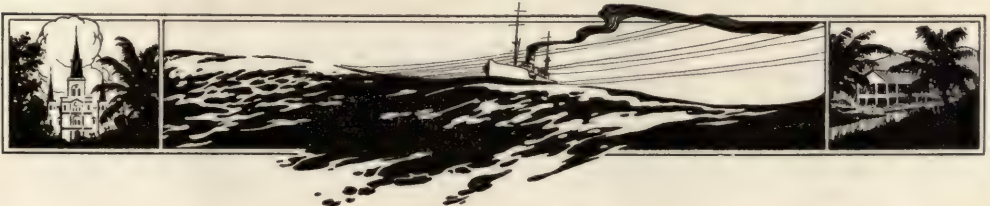
In the Land of Beginning Again.

So I wish that there were some wonderful place

Called the Land of Beginning Again,
Where all our mistakes and all our heart-aches

And all of our poor, selfish grief
Could be dropped, like a shabby old coat, at the door,

And never put on again.



ILLINOIS CENTRAL

—AND—

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 13

An especial effort is being made by these companies to, insofar as practicable, protect the health of the traveling public and employees.

A competent Health Officer or Sanitarian, who is a graduate physician, at frequent intervals inspects all waiting-rooms, ticket and general offices to see that they are properly ventilated and kept clean. His slogans are "Nail the window open" and "Clean up and keep clean."

All food served in either dining cars, restaurants or lunch rooms, is regularly inspected in order that only the best in quality and such as is pure and clean will be placed before our patrons. Cream, milk and butter are tested to see that they come up to standard, and food of every description is properly covered to protect from flies and dirt.

All water and ice used on passenger trains and in stations is regularly examined, and water coolers are sterilized with live steam once a week.

All dining cars are inspected regularly to insure their clean and sanitary condition.

For the protection of the traveling public, as well as themselves, employes on dining cars who come in contact with passengers, are required to submit to frequent examinations by competent physicians, to see that they are absolutely free from any communicable disease.

All employes are instructed that standing water is a breeding place of mosquitoes and garbage the breeding place of flies, also that the rat is a medium through which disease is spread.

Monthly articles treating upon health measures are printed in the Company Magazine.

A competent Medical and Hospital organization is at all times available to employes and advice as to the best method to pursue to avoid sickness of all kinds is freely and cheerfully given.

Meritorious Service

FAVORABLE mention is made of the following conductors for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

Suburban Flagman C. G. Scuffham, on train No. 228, July 26th, declined to honor returning portion of ticket, account having expired and collected cash fare.

Conductor H. B. Jacks, on train No. 26, July 7th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor D. S. Weigel, on train No. 24, July 18th, and train 26, July 28th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

On train No. 5, July 25th, he lifted annual pass account being in improper hands and collected cash fare.

On train No. 26, July 28th, he lifted employe's term pass account being in improper hands and collected cash fare.

St. Louis Division

Conductor J. W. Hallagan, on train No. 606, July 3rd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor W. L. Wilder, on train No. 224, July 10 lifted card ticket account date of sale having been altered and collected cash fare.

Conductor A. E. Reader lifted several expired card tickets during the month on which passengers admitted having

previously secured transportation and collected cash fares.

On train No. 23, July 25th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor G. Carter, on train No. 302, July 25th, lifted trip pass account not being countersigned and collected cash fare.

Springfield Division

Conductor J. B. Stewart, on train No. 124, July 12th, and train No. 120, July 31st, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

Wisconsin Division

Conductor B. Lichtenberger, on train No. 124, July 11th, lifted employe's trip pass account returning portion being missing and collected cash fare.

Conductor W. H. Sharkey, on train No. 101, July 23rd, lifted trip pass account returning portion being missing and collected cash fare; also declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor P. J. Crosson, on train No. 123, July 25th, lifted identification slip Form 1572 account passenger not being provided with pass. Passengers purchased tickets to cover trip.

Iowa Division

Conductor D. B. Johnson, on train No. 716, July 12th, lifted card ticket account date of sale having been altered and collected cash fare.

On train No. 715, July 14th, he lifted expired card ticket from passenger who admitted having previously secured transportation thereon and collected cash fare.

Kentucky Division

Conductor W. Y. Hansbrough, on train No. 103, July 16th, lifted 48 trip coupon pass book account being in

improper hands and collected cash fare.

On train No. 104, July 21st, and train 103, July 28th, he declined to honor mileage tickets account having expired and collected cash fares.

Conductor F. P. Coburn, on train No. 131, July 21st, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Tennessee Division

Conductor J. W. Robertson, on train No. 106, July 5th, declined to honor Sunday excursion ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

On train No. 133, July 7th, he declined to honor mileage ticket account having expired and collected cash fare.

On train No. 134, July 24th, he lifted 54 ride commutation ticket account having expired and collected cash fare.

Conductor F. S. Ball, on train No. 37-38, July 21st, lifted 30 trip family commutation ticket account having expired and collected cash fare.

Conductor S. E. Matthews, on train No. 6, July 21st, lifted employe's trip pass account having previously been used for passage. Passenger refused to pay fare and was required to leave the train.

Mississippi Division

Conductor N. S. McLean, on train No. 124, July 12th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor C. M. Anderson, on train No. 1, July 17th, lifted employe's trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

On train No. 1, July 21st, he lifted mileage ticket account being in improper hands and collected cash fare.

Conductor F. J. Hines, on train No. 5, July 18th, lifted employe's trip pass account having expired. Passenger presented other transportation to cover trip.

Conductor J. Sitton, on train No. 123, July 27th, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor M. H. Ranson, on train No. 24, July 31st, lifted expired card ticket from passenger who admitted having previously secured transportation thereon and collected cash fare.

Louisiana Division

Conductor M. Kennedy, on train No. 304, July 5th, declined to honor mileage ticket account having expired; also lifted mileage ticket account being in improper hands, and collected cash fares.

Conductor R. D. Robbins, on train No. 34, July 6th, lifted 54 ride individual ticket account having expired and collected cash fare.

Conductor E. S. Sharp, on train No. 34, July 8th, lifted card ticket account date of sale having been altered and collected cash fare.

Conductor R. E. McInturff, on train No. 331, July 10th, lifted expired card ticket from passenger who admitted having previously secured transportation thereon and collected cash fare.

On train No. 304-504, July 31st, he lifted mileage ticket account being in improper hands and collected cash fare.

Conductor A. E. Broas, on train No. 34, July 11th, lifted non-transferable Sunday excursion ticket account being in improper hands and collected cash fare.

Conductor Wm. Trafton, on train No. 33, July 13th, lifted employe's term pass account holder attempting to pass parties not entitled to transportation on same. Holder of pass refused to pay fare and was required to leave the train.

Conductor L. E. Barnes, on train No. 6, July 13th, declined to honor mileage ticket account having expired and collected cash fare.

On train No. 6, July 13th, he lifted expired card ticket from passenger who had previously secured transportation thereon and collected cash fare.

Conductor W. E. McMaster, on train No. 4, July 28th, lifted employe's term pass account being in improper hands and collected cash fare.

Memphis Division

Conductor R. H. Kerr, on train No. 522, July 5th, declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor P. D. Richards on train No. 331, July 9th, lifted identification slip form 1572 account passenger not being provided with pass and collected cash fare.

Conductor J. S. Lee, on train No. 503, July 25th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

On train No. 304, July 26th, he declined to honor Sunday excursion ticket account having expired and collected cash fare.

New Orleans Division

Conductor S. K. White, on train No. 12, July 4th, lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 15, July 16th, he lifted employe's trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

Conductor A. L. Williams, on train No. 34, July 5th, declined to honor Sunday excursion tickets account having expired and collected cash fares.

Conductor R. E. Cook, on train No. 12, July 18th, lifted trip pass account being in improper hands and collected cash fare.

Conductor Tony Lang, on train No. 22, July 18th, lifted non-transferable Sunday excursion ticket account being in improper hands and collected cash fare.

Conductor C. R. Day, on train No. Ex. 2001, July 25th, lifted non-transferable Sunday excursion ticket account being in improper hands and collected cash fare.

Illinois Division

Agent V. E. McIntire, Hayes, Ill., has been commended for discovering and reporting I. C. 90989 improperly stenciled. Arrangements were made to have car restenciled.

Conductor Shugrue, train No. 71, Aug. 25, has been commended for dis-

covering and reporting W. of A. car 1120, with no light weight stenciled on same. Arrangements were made to have car stenciled.

Conductor J. J. Monahan, train No. 71, Aug. 13, has been commended for discovering and reporting four cars in train with no light weight stenciled on same. Arrangements were made to have cars stenciled.

Conductor S. E. Nelson, Extra 1511 south, Aug. 8, has been commended for discovering and reporting I. C. 90724 improperly stenciled. Arrangements were made to have correction made.

Indiana Division

Brakeman L. Alsop has been commended for discovering and helping to extinguish fire burning on P. & P. U. Illinois River bridge on the morning of Aug. 19.

Brakeman Frank French has been commended for discovering and reporting broken rail in siding at Greenup, Aug. 6.

Switchman P. Stuckover has been commended for discovering and reporting broken truck under I. C. 45017, July 25.

Minnesota Division

Mr. Frank Andricks, crossing flagman, Cascade Crossing, has been commended for discovering and reporting brake beam dragging in extra 1582 east, Aug. 5, thereby removing possible cause of an accident.

Agent C. W. Parkins, Council Hill, Ill., has been commended for discovering and reporting truck off center when extra 1588 east passed his station, Aug. 8. Car was set out at Scales Mound before accident occurred.

Memphis Division

Flagman J. W. Stone has been commended for finding 12 inches of broken flange behind extra 763, at Sidon, Aug. 12. Train was inspected and 18 inches of flange was found missing on wheel under I. C. 104826.

Agent O. D. Hinshaw, Banks, Miss., has been commended for discovering and reporting brake beam dragging under car in Extra 777 north, thereby preventing possible accident.

Division News



ILLINOIS DIVISION. South Water Street

Ben Bristow looks lonesome these days. All of his assistants are on their vacations.

The Misses Margaret Hoss and Bessie Novak spent a delightful two weeks in the east. Ask M. & B. how they liked their spring chicken dinner.

Walter Reeves has succeeded Harley Tucker as Mr. P. N. Bulley's assistant on the mail desk.

The "Corsican Brothers," Max and Louie Enders, are racing to see who will be the tallest and handsomest at the Railroad Clerks' picnic.

Geo. Bailey, who has recently severed connections with the Drovers' National Bank, is now file clerk in our accounting department.

Miss Marie Burke, of the In-Freight Department, enjoyed every minute of her visit to New York and Connecticut.

Matt Murphy and Thos. Cassidy are showing the latest in hair-cuts called "The Barber's Revenge."

If you should hear Chas. Kavanaugh and Curley Langan talking in some corner, you would look for wedding bells soon, for their conversation is always of the "Love Game" that raised the "Deuce" and all in the "Court."

After a few more weeks in the big league Atwood will be a 66 player.

Tom Raible has been promoted to L. C. L. accountant. Well, Tom, we wish you luck with your balances every month.

Mr. Armstrong, of Chicago Bureau, is spending two weeks in Cincinnati, O.

Al Clauss, our invincible machine abstractor, has taken unto himself a wife. Al was married July 17th. The happy couple spent their honeymoon at Buffalo, N. Y., and Niagara Falls. We

wish them all the success in the world.

Ask Clara Wegstrin, of accounting department, and Harriet Kerr, how they enjoyed their trip to St. Joe Sunday, July 18th. Also Frankie Fitzgerald.

A report has been circulated that Harry Baechle, of the Claim Department, has discovered a new plant, "The Resurrection Plant." Heinie and Frank Squair fall for all canvassers, booksellers, fakers, etc. Kindly refer all of these pests to Heinie or Frank.

Miss Edith Anderson and Rose Clader are spending their vacation at the "Falls."

Gardner's Park is becoming quite popular as a pleasure and picnic grove, due to the unexcelled efforts of Jos. Isadore Loadell.

Miss Anna Quinliven will return to work Sept. 1st. Anna has had a leave of absence. We missed her very much, so did Frank Fitzgerald.

Joe McMahon spent two weeks in North Dakota and reports a splendid time. Received a post-card signed "Harvey, Irving and John." The boys are evidently practicing economy.

Mr. Arthur Devitt and Jas. Gallagher, of Chicago Bureau, will spend their two weeks on a ranch in Colorado. (So gossip has it.)

Miss D. Dolan spent her vacation in Pittsburgh.

Mr. W. V. Milliken paid Chicago Bureau a visit Aug. 2nd.

The famous Mr. Cashun left Sunday, Aug. 1st, for New York, to spend his vacation, a good place to "spend."

Fred De Long, of Accounting Department, is earning the reputation of being the equal of the fellow with the two oranges. This fellow ate one and

kept the other. (Taken from Mother Goose Stories.)

Con O'Neill is getting to look more like John D. every day.

Miss Gladys Yarwood, of Claim Department, will spend a pleasant two weeks with her friend, Mrs. Tuthspins, of Green Bay, Wis.

Mrs. M. Williamson, of In-Freight, spent a happy vacation in Nora, Ill.

Indiana Division

R. I. TAYLOR

By Wm. Ward, Agent, Indianapolis

Robt. I. Taylor, better known as Scott,

Now walks the streets

When the days are hot.

He wears brass buttons,

And uniform of blue,

To watch the Public

Faithful and true.

If he's as faithful to the City

As he was to the I. C.,

They couldn't make a better choice,
His friends they all agree.

If you're ever in the City,

And get into a mix,

Ask for Robt. Taylor,

Number five five six.

Best wishes to you Scottie—

And do as the law demands,

But drop around the old I. C.,

So we can all shake hands.

W. H. Rinehart and wife, accountant at Indianapolis, spent a few days visiting relatives of his wife in Wingham, Canada.

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 48-page illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Sealy Eyelids and Granulation

Minnesota Division

For the month of July this division was assessed with ten lost packages, tying with the Vicksburg Division for first place, but of these ten only one was an intra-division shipment, the

other nine originating on other divisions. This is one of the best records we have made. The crews of the locals are watching the exceptions charged to shipments they handle very closely and there is keen rivalry between them for the top place. Watch the bulletin boards for the scores.

Miss Jane Munson put in an appearance at the home of Claim Agent Munson on August fifth and "Dad" Munson is sure wearing some smile these days.

Instrumentman G. D. Hill has been transferred to the Valuation Corps with headquarters at Paducah. While on the Minnesota Division, Mr. Hill developed into quite an inventor. One nice, sunny afternoon he pulled the curtain of the engineers' drafting room down with an extra yank and it parted company with its roller, putting the force to considerable inconvenience until repaired. Thereupon, "G. D." invented a shade roller which prevents such accidents. This idea has been patented and will soon be on the market.

Mr. A. R. Montague came to the Minnesota Division from the Bridges and Buildings office in Chicago, where he was Masonry Inspector, to succeed Mr. Hill.

Mr. R. E. Downing, Storekeeper at Waterloo, swapped placed with Mr. E. S. Shaplin, at Mattoon.

C. C. Harper and Ray McLaren, of the Master Mechanic's office at Waterloo, have been attending War College at Iowa City and are said to have mastered the strategy of many of the leading European generals during the "short course."

The building of a passing track at Orchard and a business track at St. Ansgar has been authorized and work will proceed immediately, to get them in shape for the potato and onion crop this fall, which promises to be a large one. St. Ansgar has the reputation of shipping more onions than any other point in the West and these improvements will be greatly appreciated by the shippers in that vicinity.

Those who have had typhoid wish

it had been possible to have had the advantages afforded our employes through the Hospital Department today. A large number are taking the opportunity to be inoculated against this dreaded disease and it is safe to say within a very short time at least seventy-five percent of the Minnesota Division employes will have taken this treatment. It is an advantage which is offered by very few corporations in this country and is one of the far-sighted policies that has placed the Illinois Central in the front rank as a railroad today.

Pete Richardson, track apprentice, believes it never rains, but it pours. On top of being scalded while out on the line with Instrumentman Hill, he has been charged with a reprimand for failure to make out an accident report. He is able to be about, but don't know which hurt worse.

Springfield Division

Dispatcher A. N. Schafer is taking his vacation.

Operator E. N. Williamson, third trick operator at company office at Clinton, is taking three weeks' leave of absence and relieved by H. Tobin.

G. W. Rollins, agent Moweaqua, is on a month's leave of absence.

Dave Tobin, operator and assistant ticket agent, Springfield Passenger Station, is taking two weeks' vacation, being relieved by A. L. Vallow.

Conductor W. C. McConnell and wife have returned from a several weeks' visit with relatives in Chicago.

Conductor Wm. Ashcraft has been granted a leave of absence for three weeks and he and his family are camping at Chautauqua Beach, Havana, Ill. Also attending the Chautauqua while it is in session.

Conductor D. C. Mulligan, in charge of the "switcher" between Clinton and Lincoln, has moved his family from Champaign to Clinton.

Brakeman H. E. Hilbrant has reported for duty after a ten-day lay-off, which time he spent camping with a party of friends at Havana, Ill.

Conductor T. W. McIntyre has returned to work after several weeks' lay-off. He and Mrs. McIntyre have been spending the time visiting with friends and relatives in Springfield and Belleflower.

Brakeman J. P. Sears and wife are spending several weeks at Hot Springs, Ark., for the benefit of Mrs. Sears' health.

Laurence Andrews, a brakeman on the Clinton District for the past two years, has resigned and will work in the Paint Department at the I. C. Shops.

Passenger Conductor Chas. Ott expects to leave within a few weeks for California to attend the Exposition.

Conductor C. L. St. John, a conductor on the Springfield District, and who was granted six months' leave of absence, writes to friends in Clinton that he was married recently and is at present time residing in Rochester, Minn.

Mr. Chas. Williams, car repairer, wife and two sons, will visit in Independence, Iowa.

Mr. Albert Manning, machinist handyman, will visit in Helena, Mont.

Mr. Albert Coleman, boilermaker handyman, and wife, will visit in Ft. Wayne, Indiana.

Mr. J. L. Danison, car inspector, wife and son, will visit in Ft. Dodge, Iowa; also Swaledale, Iowa.

Mr. F. M. Moffitt, engineer, wife and two sons, will visit in Mortimer, Ohio.

Mrs. J. C. Fish, stenographer in the master mechanic's office, is spending her vacation in Salt Lake City, Utah, and other places in the west.

Mrs. E. Thompson, wife of fireman, will visit in Duluth, Minn.

Mr. Theodore Nicholson, labor gang foreman and daughter, will visit in Lebanon, Ky.

Mr. A. B. Comer, fireman, will visit in Henderson, Ky.

Mr. Cody Diveley, carpenter, wife and two sons, will visit in Newton, Kansas.

Mr. C. D. Rice, fireman, wife and

son Elmer, will visit in Johnstown, Pa.

Mrs. C. L. Day, wife of timekeeper, will visit in Jacksonville, Ill.

Mr. James Pate, handyman at Clinton shop, will visit in Birmingham, Ala., and Nashville, Tenn.

Mr. Wm. F. Stern, clerk in the master mechanic's office, has returned to work after spending his vacation in the East.

St. Louis Division

All Dispatchers have had vacations and are back on their regular tricks.

A new addition to the Division office is being built, which will provide four roomy light offices to be occupied by Superintendent Williams, Dispatchers, Special Agent and Traveling Freight Agent, and make room for the Telegraph Department, which will be moved from old "C. D." office.

General Foreman D. L. Barthel of Mounds was married Tuesday, Aug. 24th, and is enjoying ("enjoying" is good word to use here) the honeymoon in Wisconsin. If he is going to live with his wife's folks when he returns we can get him at the same old telephone. We know the number.

Read the special write-up on Carbondale in this issue.

Trainmaster C. W. Shaw of East St. Louis returned from a short vacation just in time to fall into a rubber coat and gum boots and fight high water at Belleville and New Athens. We were glad to have him with us.

Trainmaster H. J. Roth, who accompanied Robinson's Circus over the Division, reports it was an exceptionally good show to handle and speaks highly of the organization of transportation employees.

Superintendent W. S. Williams and Mrs. Williams have returned from San Francisco, where Mr. Williams attended the annual meeting of Railway Superintendents. The pleasure of their trip was marred by the sudden death of Mr. Williams' mother in Decatur shortly after their arrival on the coast.

You can set your watch at 2:05 any day at Carbondale when Nos. 2 and 202 leave from a scratch and run side by side to St. Louis Junction.

Did It Ever Occur to You

That—Two pretty good green flags are the Jew and the Irish? No one ever says a bad word for the Irish flag and every mother's son of us is fighting for the other one.

That—An ounce of kindness cures more ills than a ton of rawhiding.

That—Worldly wisdom is useful to a man, but it steals a woman's charms.

That—You don't have to tell the boss how great a man you are. He knows all about you if he's any good himself.

That—A Percheron stallion and a Clydesdale mare never bred a Hambletonian.

Vicksburg Division

Miss Walter McClain, Stenographer in Superintendent's office, has returned



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from her vacation, which was spent in Walter-Valley, Miss., with friends and relatives, and in Chicago, sight-seeing.

Conductor A. W. Eaton has returned to work after an absence of twenty days.

Mr. W. W. Overby, Fireman on trains 111-114, has returned to work after a few days' absence on account of using his fist on a negro thief in Memphis, disarranging one of his fingers.

We regret to note the serious illness of Mr. W. A. Becker, who has served this company as road supervisor for a number of years.

Mr. E. Puckett, Agent, Arcola, Miss., took unto himself a wife, August 25th. Mr. Puckett and wife left for San Francisco, Cal., where they will spend their honeymoon.

Mr. I. B. Kelly, Agent, Beulah, Miss., became "Papa" August 20th. "It's a boy." Congratulations!

Special Excursion Train, in charge of Conductor R. S. Rucker and Engineer H. F. Risher, was operated from Vicksburg to Memphis, August 21st, returning August 22nd. A large crowd of

people took advantage of the greatly reduced rates.

Engineer Joe Healion has just returned from a visit to friends in Illinois. He reports having a good time.

Mr. E. B. Butler, Agent, Redwood, Miss., has returned to work after a thirty-day vacation, which time was spent in Louisiana and Texas.

Mr. W. A. Mitchell, Agent, Gunnison, Miss., is now on his vacation, spending this time in Florida. He is being relieved by Agent L. L. Davis.

Mr. T. R. Marsalis, Agent, Hillhouse, Miss., has just left for a few days' visit to homefolks.

Miss Zetta Beulah, File Clerk in Superintendent's office, has returned to work after a visit to Chicago and other points in Illinois.

Chief Clerk S. Simmons, Division Accountant C. Bourgeois, Assistant Accountant B. F. Simmons, and Time-Keeper M. P. Massey, attended accountant meeting at Memphis, August 17th. They report much benefit was derived from this meeting.

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OCT 1915

ILLINOIS CENTRAL MAGAZINE

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OCT.

1915



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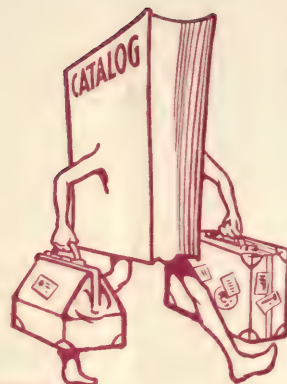
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T. T. KELIHER

TIMOTHY T. KELIHER was born in Williamsport, Pa. At an early age his parents moved to North Platte, Nebraska, then a typical Western frontier town, and underwent the usual trials and hardships of frontier life.

Received a high school education, and later graduated from the St. Joseph Commercial College, of St. Joseph, Mo.

His experience has been varied; served apprenticeships as boiler-maker and machinist; studied law two years in law office of Hinman and Gaunt, North Platte, Nebr.; Recording and Docket Clerk, Nebraska State Senate, 1893; worked in Abstract Office, and served eight years as Sheriff, Lincoln County, Nebraska.

In 1902 accepted position of Special Agent, Wyoming Division, Union Pacific Railroad Co., at which time Vice-President W. L. Park was Superintendent of the Wyoming Division; later was Special Agent for both the Wyoming and the Utah Divisions; resigned May 1st, 1910, to accept his present position as Chief Special Agent, Illinois Central Railroad Company.

Has always manifested great interest in the subject of lost and damage freight and the prevention thereof, and has succeeded in inculcating the same interest in every member of the Special Agent Department. As a result, the Department is co-operating and working in complete harmony with the Loss and Damage Bureau, as the most satisfactory reduction in freight claims filed and paid show.

At the last Annual Convention, Mr. Keliher was elected President of the International Association of Railway Special Agents and Police; also holds the position of Third Vice-President of the Federation of American Peace Officers.

ILLINOIS CENTRAL Magazine

Vol. 4

OCTOBER 1915

No. 4

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Decatur, Ill., May 19, 1902.

Mr. Wm. T. Rigby,

Dear Comrade: I was so busy when your letter reached me, that I could not attend to it until now. Of course I will be glad to contribute anything that I can to the history of the Vicksburg campaign. Unfortunately for myself, I missed the first part of it. My regiment was paid off near the last of April, and I was sent home to take the money to the families of the men, starting from Young's Point just as the troops were embarking to make a feint on Haynes' Bluff while the main army crossed below. I got back to Young's Point on the 25th of May, and reached my regiment in the rear of Vicksburg, on the 27th. From that time till the surrender each day has its record. These notes were written for my own eyes alone; I had no thought of anyone else ever seeing them. They contain camp rumors and guesses that time proved to be wrong. They contain statements which I found out were untrue before the siege was over, for instance that one as to the number of guns inside the enemy's works found under date of May 29th. There are many allusions to myself which I never would have written for public inspection. I have called the enemy's large earthworks on the main Jackson road "Fort Beauregard," which I now think was not its name. In short, I could not write the matter up in much better shape, but I suspect that should I do so, what little value it may have for your purpose would all be lost. So I send it to you just as it was written at the time, without alterations or corrections, hoping that if you have it copied, this explanation may be copied with it.

N. M. BAKER, Chaplain 116th Illinois,
1019 North Union Street, Decatur, Ill.

Extracts from Diary of Chaplain N. M. Baker, 116 Illinois

Courtesy of Captain Wm. T. Rigby

Sunday, May 24. The first object which greeted my sight this morning was the charred remains of the once pleasant little village of Greenville, Miss. This is the point where the guerrillas as have been

committing depredations for some time past. The wreck of a steamboat which they destroyed a short time ago, was lying at shore, but the blackened chimneys and the leaves of the trees seared by the recent

fire, bore testimony to the retribution which they have received. Some houses are still standing, but the most of them have been entirely destroyed. At 1 P. M. we came to Lake Providence. Here we heard that our army was not in Vicksburg, but that the fight was still progressing. This increased our anxiety. Oh, that the boat would go faster. Near three, we again started, and just before sundown, landed at Milliken's Bend. The first sound that greeted our ears was the heavy booming of distant cannons, and I was glad to hear it. Somehow, it nerves my frame and elevates my spirits, and it seems very natural, too, for all the ideas of this place and all the impressions are associated in my mind with the roar of cannons and the confusion of battle. Again we got under way, and about 9 in the evening came to the upper landing at Young's Point. Walked about one and one-half miles to the convalescent camp, found a few of the boys, then went back to the boat.

Monday, May 25. Heavy cannonading in front in the morning, which slackened in the heat of the day, opened heavily near 3 P. M., but ceased entirely near night. I went down to the lower landing and reported myself to the Provost Marshal.

Tuesday, May 26. Tried to get a pass to the regiment, but could not. Captain Townsend, to whom I applied, ordered me to report for that purpose to the Provost Marshal. Last night when I applied to the Provost Marshal he ordered me to report to Captain Townsend, and so it goes. Late in the evening I determined to go without a pass. So I got aboard the Planet. She did not start till after dark, so I went to bed.

Wednesday, May 27. Waked up this morning and found myself up the Yazoo, near Johnson's farm. Found a teamster of our regiment with a wagon and got aboard. We passed over a part of the ground where Morgan's division fought last winter. Fragments of shell were lying on the ground, the trees were cut, scarred and splintered by them. Small arms, too, had been brought into requisition. I counted the marks of 25 balls on a single tree. Saw where one cannon shot had passed through a cypress tree two feet in diameter. We crossed the bayou which caused us so much trouble last winter, on a potoon bridge, and soon came to the wagoners' corral. Here I stopped and spent some time examining the bluffs. They are very high and their face is lined with three rows of rifle pits one above the other. It would have been almost impossible to climb them. After wandering here for some time, I started for the regiment. The way led into the bluff through a narrow gulch which had been fortified on both sides. Indeed, the whole country is the most hilly, broken and jagged which I ever saw. The firing which was indistinct

at first, became louder and louder as I approached until a ball passing across the road a short distance in front of me, reminded me that I was once more under fire. Soon after, I found the regiment camped in a deep ravine between two high bluffs. I crawled up the bluff on the west and peeping over a log, obtained a good view of the enemy's works, and of our rifle pits. The firing (scattering picket shooting) still continues. I could see the smoke curl up from the enemy's rifles.

Thursday, May 28. Slept soundly last night. Today the firing was constant—artillery once in awhile, and picket firing all the time. Late in the evening Captain White and myself went up to our rifle pits within 50 yards of the enemy's works. The balls came pretty close, and fragments of shells passed over us. A piece of a shell thrown from one of our mortars in the river, struck in the bank not more than 15 feet from me. At dark we went back to camp. Our camp is in a deep ravine well sheltered from balls, though if they were to throw shells over, they could make it a warm place for us. We have our tent floored with canes.

Friday, May 29. Early this morning our batteries opened on the enemy with great spirit. Cannons planted on the bluff behind us, sent the shells screeching over our camp. There was also heavy musketry far on our left. Captain White and myself again went up to the rifle pits. We could watch the effect of our shells. Some would strike right in the breast works and raise great clouds of dust; others would strike the trees, tearing off great limbs and making the splinters fly in all directions. During the night the enemy had thrown up new works, making a nice embrasure for a cannon. I saw two or three shells explode right in this embrasure, tearing it all to pieces. But one had something else to do than merely to watch the shelling, for their sharpshooters kept up a keen fire on our pits, and we had to mind not only our eyes, but also our heads. We watched them closely. They resorted to all sorts of tricks in order to draw our fire. They would raise their handkerchiefs, white rags, etc., to try to get us to lift our heads, and then some one in another place would shoot at us, but we returned their compliments. I got several shots; five times I fired deliberately, each time at a head which was incautiously exposed, and once I fired at a man's arm which he raised to its full length above the ditch while loading his gun, which he had just fired on me. I was behind a log, his ball struck about two feet from me, but the log was too thick for it. I was amused at Captain White. He had found a good place to shoot from, and was popping the shots in pretty thick, when they got range of his position. Two balls struck in a little chunk which was placed before his head

for protection. The balls struck with such force as to roll the chunk over, and the captain slid down the bank backwards in double quick time. We were not to be put off in that way, however, so we got a large chunk, raised it on the point of our guns and fixed it up. A shower of balls passed over us, but we were not hurt. We stayed in the pits for nearly four hours, when they quit showing themselves and so we returned to camp. Through the heat of the day, there was much cannonading. The enemy's sharpshooters kept at work, however, and two men of our regiment were wounded while cooking at the fire in camp. About five in the evening, the batteries opened around the whole line, and for an hour and a half the cannonading was most terrific. It was constant thunder; how they can endure the storm of iron hail is difficult for me to imagine, for there is not a point in all their lines but what our shells can reach. In the battle near Raymond and in the retreat from there, the enemy lost nearly all their big guns, so that in all the lines in rear of the city they have but two or three guns, and this is most lucky for us.

Saturday, May 30. Considerable firing all day, both from the cannon and rifle pits. I went up to our rifle pits in the morning, and in the evening I went in company with the officers of the day, to all the rifle pits of the brigade. It was after dark, but the moon shown brightly. The pickets were talking and joking with each other, and once in a while they would pop away with their muskets.

Sunday, May 31. In the forepart of last night, the mortar boats kept up a constant fire on the city, and just before daybreak, all our batteries opened, and a more terrific fire I never heard. The fiery shells went screeching through the air, and their explosion made horrible discord inside the enemy's works. Indeed, the thunder and blaze of the artillery, the roaring, screaming and screeching of the shells and their lurid glare and diabolical explosion created a scene more like pandemonium than anything else. It must have been a trying ordeal to the enemy. About daybreak the heavy firing ceased, then occasional shooting was kept up. At 10 o'clock a. m. we had a meeting. The cannons roared around us and the enemy's musket balls passed over our heads, but nevertheless there was a good congregation and good attention. The theme was "The Glorious Gospel of Christ." In the evening I again went up to the rifle pits. I know not how it is, but there is a strong fascination about the place of danger, and it is singular to see with what an eager interest the pickets watch for the enemy; their eyes glisten, and they peep above with a stealthy movement like a cat. While I was going up to see the pits, a ball cut the dirt in the patch not more than a yard from me.

Monday, June 1. Weather very warm. Firing kept up all day. In the evening, I went to the rifle pits. The moon shown gloriously. It seemed to be a time for the converse of friends and the communion of loving hearts. But alas, how the evil passions of men can turn a Paradise into a pandemonium, even the loving moon was compelled to look down on the earth through the smoke of battle, which turned its brightest smile into a bloody glare, while the peaceful stars were eclipsed by fiery shells which went hurtling through the sky like fateful meteors. But two or three friendly shells passed over my head and soon roused me from my reverie.

Tuesday, June 2. Considerable firing all day. Late in the evening I learned that there was to be a bombardment from all the batteries, so I went up to a battery on our left composed of five guns, 4 20-pounder and 1 30-pounder Parrotts. I took my station at the port hole to the left of the 30-pounder. It was rather an exposed position, but I was determined to see the effect of the bombardment. A little before dark, all the batteries opened, nearly 400 guns must have been playing on the place at once. The sound was deafening, especially that of the 30-pounder near which I was standing. It almost lifted me from the ground. My position commanded a fair view of the enemy's large fort on the left. I could see our shells explode in the embankment, raising great clouds of dirt from 20 to 30 feet high; others passed beyond the entrenchments into the timbers, and splintered trunks and falling limbs attested their tremendous power, while white feathery little clouds attested where others had burst high up in the air. The smoke rose so densely as to be almost suffocating, yet I was determined to see it through, though several balls, whizzing through the port-holes, showed that it was not a safe place to be. As it became dark, the scene gradually changed. I could no longer see the smoke, columns of dirt, and feathery clouds, but fire seemed to have taken the place of all, fire everywhere; a long blaze would pour forth from the cannon's mouth, a streak of light like the train of a meteor, marked the rapid flight of the shells, while a brilliant flash followed by a hollow roar, announced the fact that it had reached its destination; and these brilliant flashes could be seen on almost every part of the entrenchments. What the enemy suffered we cannot tell. Our pickets and skirmishers were too close to the enemy's lines that they suffered to some extent from our own shells; one of the 47th Ohio was killed and some others wounded. The mortar boats kept up the fire after the batteries ceased. The flight of their immense shells was plainly marked by their fiery fuses; they would rise rapidly to a great height, then pass slowly over the upper part of the course, and then

descend with an almost inconceivable velocity, like an eagle pouncing upon its prey.

Wednesday, June 3. Cannon firing about as usual. There was rather more musketry than cannonading, and it seems that the enemy fired with more accuracy than they did at first; four wounded men were carried past our headquarters. After dark the firing almost entirely ceased, and the stillness seemed unnatural.

Thursday, June 4. Just after daylight, a dead man was carried by, shot in the head while on picket. The enemy has a cannon planted in position to take our rifle pits and the hill if we should ever attempt to approach by the way. Capt. White and myself started out in the morning to see if we could not find some guns in some of our batteries to the left, which could be brought to bear on the rebel gun so as to dismount it. We spent until 2 p. m. visiting the different forts and examining the enemy's lines. We have a great amount of artillery, but could not find a single piece to do the work which we desired. We found one point where a battery might be established which would command this gun, but the position is very dangerous, being within 100 yards of one of the main forts of the enemy. Notwithstanding the danger, we stayed at this point for some time (partially sheltered by little peach trees) and discovered by the aid of a glass, that the hill in the rear of the fort to our right is enclosed by an independent line of entrenchments which will have to be stormed after the outer lines are in our possession. The hills to the left of our position are bare, and although more broken than any part of Illinois, they have yet been planted with corn to the very top. With a glass I saw all around the enemy's lines to the left to where they seem to terminate in a very large earthwork which, I think, faces upon the river. After satisfying ourselves that we had no gun mounted that would bear upon the point desired, we returned to our headquarters covered with dust and almost suffocated with the heat. During this tour of inspection, we made several narrow escapes; once while in a battery (it was shooting 10-pound shells at an old house inside the enemy's lines, and could not hit it) a ball struck a bastion, throwing the splinters around us pretty close, yet we were not hurt; several other balls came in rather uncomfortable proximity, but they were all either a little too high, or too low or too far to one side, so we escaped. Among the minor incidents of this trip, I will state that I saw Maj. Gen. McClernand who looked as dusty as any other man. I ate some blackberries, saw a corn tassel, and last but by no means least, got my fingers full of the prickles of a prickly pear. After dark, I again went to our rifle

pits. Just as I was crawling up the steep hill to them, I was bewildered for a moment by a dazzling glare and a stunning report; a defective shell from our own battery had burst directly over my head. I was not hurt, however, and was soon safely ensconced in the trenches watching the flight of our shells. They passed directly over our heads at an elevation of about 20 feet, though just to listen to the sound, they seemed low enough down to take our heads off. About 9 at night, I returned to camp, and so ended another day of danger.

Friday, June 5. Heavy firing all night both from the land batteries and the river. I slept well, however, although retaining a distinct remembrance of hearing a deep, heavy roar almost all the time. Early in the morning I again went up to the rifle pits. While there, a percussion shell struck a tree just in front of us and exploded, another struck a large limb which came down with a crash, and yet another burst high in the air a little to our left. We are in more danger from this battery of our own than we are from the rebels, although they succeeded in shooting one man through the head this morning in the pit just to the left of ours.

Saturday, June 6. Last night was very warm. There was considerable movement of troops, and more firing than usual. I was waked up at one time by heavy volleys from our pickets, and almost came to the conclusion that the enemy was about to make a sally from his works, but he did not come out, so I went to sleep and let them shoot away. Several balls have already fallen in our camp this morning, but nobody is yet hurt that I know of.

Sunday, June 7. A most beautiful day, though hot enough to roast an egg in the dust. Early in the morning while it was yet comparatively cool, I went out back of the tent and commenced to sing. Quite a congregation was soon collected, the members of it representing the 6th and 8th Missouri, the 41st and the 113th Illinois, as well as our own regiment. I attempted to urge upon them the necessity of a change of heart. As upon last Sunday, so today, the balls of the enemy passed over us or dropped in our midst, and our cannons from behind us sent the shells over our head, but notwithstanding all of this, we had a pleasant and I would hope, a profitable hour of worship. After service I obtained and distributed a few religious papers. Near noon a minister from Chicago preached to the 113th regiment. I went to hear him, which was a great treat to me. In the evening there were many rumors in camp: rumors of a rebel raid on Milliken's Bend and on Young's Point, but the principal rumor is that Johnston is approaching with a large force in our rear. There are some indica-

tions which show that something is in the wind. The sick are being sent away, three days' rations are being brought up, and the ordnance officers are required to have one hundred rounds of ammunition constantly on hand. I am partly inclined to believe that Johnston will give us trouble. He will if he has the force to do it. I know not whether the preparations are for an attack on the city or for defense in the rear. Well, we shall see what we shall see, that is all.

Monday, June 8. No change in the situation of things.

Tuesday, June 9. Bang, bang, bang, the constant firing for so long a time becomes monotonous, one longs for something new, something that will cause excitement and shake off the ennui induced by this hot weather. Excitement at last—woman in camp, Mrs. Hoge of the sanitary commission. It is amusing, as she passes, to see how quickly the boys leave off their rude pranks and settle down as demure as kittens. She stops and talks kindly to almost every group and the boys all feel better after it. They are as polite and proper in their conduct towards each other for full five minutes after she is gone, as if they had suddenly been transferred to civilization and the drawing room. Oh! what a refining, a restraining influence even this one woman can exert. She is an old lady and not very handsome, but then, to use the rough expression of the boys, "She has a soul as large as a wagon wheel," and somehow reminds them all of their mothers.

Wednesday, June 10. Rained today. Oh! how tedious a rainy day is in camp. We eat breakfast, then lie down, get up, eat dinner, and then go to bed, etc., etc. Nothing to read, nobody to talk to, nothing to do but to dream of home and loved ones. During a heavy shower firing ceases, but whenever it quits raining, it breaks out again along the whole line.

Thursday, June 11. Last night was awful dark, rainy, and muddy. I did not sleep much, everything went wrong. We had a sick man in our camp who kept us awake part of the time; then Capt. White got a bug in his ear, he said it clawed like a team of mules, so we had to pour water in his ear to bring the gentleman out; the second application proved successful, and out crawled a very diminutive spider. We had just got settled down after the spider chase, when the enemy opened a most wicked fire; the balls sounded frightful as they came whizzing along in the darkness. Some cut branches from the trees, which fell upon our tents, while others struck in the ground around us with a heavy "thud" which made one feel rather "overish," especially as he did not know where the next one was going to strike. I think one man in an adjoining regiment was

wounded, though I believe we all escaped, but we did not sleep much during its continuance. Nothing outside of the ordinary operations of the siege occurred during the rest of the day.

Friday, June 12. Many rumors today. Some say Johnston, reinforced by Bragg, is threatening our rear. Others say that we have been reinforced by a large part of Rosecrans' army. I do not know what the truth is, but we are doubtless on the point of important events.

Saturday, June 13. Several days ago I visited the batteries to our left. Today several of us started together to visit our advanced work to the right. We went first to our own picket post. From there we crept through a narrow passage to the post of the 6th Missouri, and from there to that of the 8th Missouri. In all the posts, the pickets were firing with great spirit, the object being to keep the enemy down so that they could not fire on our working parties. From the post of the 8th Missouri, we crept through a narrow trench running obliquely over the rise of the hill toward the enemy and at the same time inclining to the right. This passage led into an earthwork calculated to mount 8 or 9 guns. It has been thrown up after night, and is situated on the brow of a hill within 100 yards of the large fort of the enemy which is at the northeastern angle of their works. This work of ours is not yet completed, there are no guns mounted in it yet, but there was a large body of infantry in it who kept up such an incessant fire at such short range that the enemy did not dare to show themselves upon their works. This is the point over which our own regiment attempted to charge on the 19th and the 22nd of May, and the appearance of the logs, shrubs, and trees bear testimony to the terrible nature of the contest. They are everywhere cut, torn, and splintered with balls. One large oak tree standing on the crest of the hill, is literally riddled. There is scarcely a space three inches square from the ground upward for 30 feet, but what contains a ball. In this earthwork we found Gen. Smith, who invited us to enter with him into a deep trench leading out from the north end of the fort. This trench looked suspicious, and we followed it with caution. It wound round the base of the hill, and although making many angles, led directly toward the enemy's large fort. At several points we passed working parties silently engaged in widening and deepening this trench. At last we came to the end of it, and saw a contrivance which was certainly invented by Yankee brains. In the first place an open basket like a gabion, only longer, and about a foot and a half in diameter, was formed of grapevines, cane to the thickness of near 18 inches was laid all around this, and outside of the cane another network

of grapevines, the whole bound tightly together formed a bullet-proof roller, which is laid on the ground and rolled forward in front of the workmen as the trench is dug. It is about 5 feet in diameter, and is a complete protection, for to shoot down over it, a rebel would have to expose his whole body, and that they well know would be certain death to any one who should attempt it. We passed cautiously between the roller and the ground, and there about 70 feet before us, we beheld the hostile fort. It would have been an easy matter to toss a clod over into it. After examining things as well as we could, we left this dangerous locality, and passed to the outer works. Here we saw some batteries practice firing at the enemy's stockade, which they breached in several places. At last we returned to camp, having passed through what we would have called great dangers if we had not seen greater. After supper, I went up to the division hospital and had several interesting conversations with the wounded.

Sunday, June 14. Had meeting at 10 a. m. Balls whizzed over us as usual, yet the congregation was the largest which I have seen since I have been in Dixie. All our regimental officers as well as those of the 113th Illinois were present. The theme was this: "The path of the just is a shining light, which grows brighter and brighter until the perfect day." Oh! that all the men might see the glories of that day, and walk in it. In the after part of the day there was heavy cannonading on our left. I went up to the rifle pits to see if I could ascertain the cause of it. While there a large bomb burst high in the air, which must have been thrown from a mortar which the rebels have lately got in position. A while before night an individual was arrested close to our quarters. It happened this way: He was a stranger, and someone asked what regiment he belonged to. He said the 6th Missouri. Now it was one of the 6th that he was talking to, who knew that no such man belonged to the regiment. He was taken up, searched, and a paper written in a strange language was found on him. This paper was brought to me, but I soon decided that it was neither English, Latin or Greek. There was one Latin word which occurred frequently, but otherwise, I could make nothing of it. Dr. Heckleman decided that it was not German, so the man and the paper were sent to Sherman. They could not read it there and he will be sent to Grant. A white man shot a negro in the head today, who sassed him.

Monday, June 15. Visited our right again. Quite a change has been made in the last two days. The positions of several guns have been altered, and preparations are rapidly making to advance these batteries. I found a position which com-

manded a very good view of the enemy's works, and was taking a good look at them when I was suddenly reminded that their works commanded a good view of me. A ball struck a considerable sized limb above me with great force, burst out a considerable part of the upper side of it, and then the weight of the limb broke the rest and it came swinging down with a crash. Well, I "come away" from that particular locality. Spent some time in the rifle pits, and then visited the division and regimental hospitals.

Tuesday, June 16. Visited the batteries to our left. Many of the guns have been moved to advanced positions. Spent some time in one battery with was firing. The enemy replied with great spirit with small arms, and we were all compelled to use great caution. After night, went up to the trenches and spent until 10 o'clock watching the flight of shells, and talking to the pickets, who had an animated conversation all along the lines.

Wednesday, June 17. Capt. White, Lieut. Melimine, and myself spent the fore part of the day in the advanced work on our right. Firing both of small arms and artillery was quite heavy. Our batteries on our left were attempting to make a breach in the earthworks opposite to them, and the way they made the dirt fly was a caution. Since my last visit, four pieces of cannon had been put in position in our advanced earthworks. One of the 4th Virginian was wounded at this place just before we got there. I saw the pool of blood where he fell. We entered the sap which we are working up to the enemy's fort, and found that it was advanced to within about 8 feet of the ditch in front of this fort. We went up to the end. As I have before said, a bank of about 8 feet in thickness was all that separated us from the enemy. Just to let them know that we were there, we tossed over a few clods and chunks, and thinking that they might be hungry, we tossed over a bone with a very little meat on it. They acknowledged the compliment by tossing back the sticks with the addition of a brickbat which struck one of our party in the breast, without hurting him. Well, we were in very close quarters and were enjoying ourselves in a very good natured way, when one of the Rebs, getting rather bloody minded, suddenly poked his gun over the bank, elevated the breech, and fired. The ball passed over our heads, but I never heard as sharp a whistle to any ball before: it sounded like it had an edge on both sides. Well, we waited a reasonable time for him to show himself again, but he did not do it, so we returned again to camp and got there just in time for the paymaster. I received \$228.70. While I was sitting in the Colonel's tent a ball struck a cot near me with great force, tear-

ing out a considerable piece of hard seasoned wood.

Thursday, June 18. Nothing happened today except the usual amount of firing, but we have got so used to this that we think nothing is happening at all.

Friday, June 19. One of the 8th Missouri was killed on picket this morning. I saw them carry him by on a blanket. I did not visit the fortifications today, but went up to the hospital. Spent several hours very pleasantly with Lieut. Grayson, and the other boys. This was the division hospital. From there, started for the regimental hospital. Bought some pineapple on the way, which I enjoyed finely. Found the boys as well as could be expected, talked with them for some time, then returned to camp. One of the battery men was killed this evening while passing a point which I have passed 20 times.

Saturday, June 20. Late yesterday evening a rumor spread through camp that some demonstration was to be made on the enemy's works today. There was a great deal of speculation indulged in as to the probabilities of this report, but it was generally dismissed as unreliable. In the morning, this rumor was brought to our minds again, however, for about 4 o'clock the cannonading became very heavy along the whole line and was kept up with great spirit. At daylight the pickets were doubled, and the command came at 6 o'clock to fall in line and stack arms in front of the company's quarters so as to be ready at a moment's notice. The cannonading continued from 4 in the morning till 11. I went up on the hill, but could see but very little on account of the smoke of the batteries. The infantry was not called out on the center. It is reported that Steele captured a battery on our right. Whether this is true or not, we cannot tell.

Sunday, June 21. Had meeting in the morning at 8:30. The congregation and attention was very good. The theme was "The charity brought to view in the 13th Chapter of 1st Corinthians." Some balls passed very near by us during the service, yet I did not notice any one wince. Spent the afterpart of the day in the hospitals.

Monday, June 22. Started out early in the morning in company with Capt. White, to examine our trenches in front and see what improvement could be made on them. We went first to our own rifle pits. The Rebs were firing with great audacity. One of Company F had just been struck, the ball entering his cheek and passing out at the back of the neck. I think he will die; he bled profusely where he fell. We took a spade and covered up the blood, and stood for some time at the port-hole where he was shot, trying to get a shot at the enemy who had done the deed, but we could not. For some reason the enemy had

massed more troops in their trenches than usual, and they were firing with a recklessness which I have not before seen them exhibit. Balls were passing over and around us in almost every direction. Some with a hoarse buzz, others with a soft melodious whistle, and still others with a sharp shrill tone like an angry bee. There was a point just in front of us where a heavy force seemed concentrated. At this point one of our batteries kept firing a single gun. The shells would go ploughing through their breastworks, knocking the sand bags in every direction, but no sooner would the shell pass that up would rise a host of rebels, pour a volley into the battery, and then quickly hunt their holes again. This continued for some time, and it seemed doubtful whether the battery would silence them or they would silence the battery; but at last a ruse of our gunners put an end to the contest. Two guns were brought to bear on the same point, both were loaded and sighted, then one was fired as usual. The shot barely touched the breastworks, and glanced off high in the air. No sooner had it passed, than the rebels again rose from their hiding places, many of them in their eagerness for a shot, exposing half their bodies. At this moment a shell from the other guns dropped in their very midst. I saw the flame of the explosion shoot out among them. They disappeared in a cloud of smoke and dust, and not another shot was fired from that point during the rest of the forenoon. From this time the firing gradually diminished along the whole line. The Captain and I passed through nearly all the trenches of our brigade. We fired several shots at the enemy; we found several points not properly protected; these we noted, and a detail of 50 men will be sent out in a few hours to fix them. We discovered a place where the enemy pass from their fort to the trench in front of it; we directed the attention of the artillery men to this and it is likely that they will find it a rather dangerous pass-way hereafter. About noon we retired from the inner to the outer trenches, and here with a glass we had a good view of the works to our left. We saw rebel flags flying in the city, but felt that they must soon give place to the Stars and Stripes, for we had the satisfaction of seeing our own men standing at the base of Fort Hill, digging into its perpendicular walls. At last we returned to camp, safe and sound although we saw the blood of those who had fallen, and dirt was thrown on us by more than one passing ball.

Tuesday, June 23. Last night several of our batteries and a large number of our men, were drawn off to the rear. We may soon have hot work in that direction. I spent most of the day in the hospitals, writing letters, etc. In the evening, a defective shell burst over a rifle-pit, kill-

ing one man and wounding others. I saw the mangled bodies.

Wednesday, June 24. Heavy firing on the left during the night, and the report now is that the enemy attempted to come out, that they failed, and that 900 of them were taken prisoners, and two pieces of artillery captured. It is also reported that Port Hudson has been taken, with 9,000 prisoners. I am inclined to believe that it is taken, for gunboats are now thundering upon Vicksburg from below. The rumor is also going that Hooker has taken 60,000 of the enemy. This I doubt, indeed I am afraid that the capture is on the other side. I spent some time in the after part of the day in the rifle pits and trenches. No great change has taken place since my last visit. With the aid of a glass, I saw one place where I think the Rebs are planting a battery.

Thursday, June 25. Heavy firing of artillery in the morning. I spent the fore part of the day in visiting the hospitals, writing letters, etc. At 2 o'clock p. m. the order came for the men to "fall in" and stack arms and be ready for any emergency. The rumor was that Fort Hill is to be blown up at 3 o'clock. I went up to the rifle pits of the 8th Missouri, from where a good view could be obtained. Here I found Gen. Smith, who had come for the same purpose I had. The rebels had a cannon about 100 yards from where we were, which kept firing and one of our guns replying. This kept up the interest, but 4 o'clock passed and still no explosion. Our men opposite the fort raised a loud cheer now and then, which I suppose was for the purpose of drawing as many of the enemy into the fort as possible. Near 5 o'clock the front part of the fort rose as a dense cloud of dust into the air. It was a grand spectacle, yet no report could be heard where I was; this, however, might have been owing to the cheers which were raised by our own men. Just as the fort rose in the air, all the batteries and all the infantry in the trenches opened fire. The sound was tremendous. Where we were situated the shells from two or three batteries went hissing over our heads. Amidst the cloud of smoke and dust, I saw our men running forward to the fort. The dirt had been blown forward and filled the trenches, yet they pushed forward over it, although in doing so they exposed their whole bodies. They mounted the sloping edge of the fort and poured a raking fire into the trenches. At this time I saw two rebels jump from the western parapet; they seemed to turn a complete somersault in going down. Spades were now procured and a party set to work with great energy to throw the dirt from the trenches, while others kept up a rapid fire. A cloud of dust and smoke enveloped the fort, yet through it I saw two flags borne forward and planted half-way

up the sloping side of the fort. The scene was now sublime in the highest degree. Our shells were tearing up the dirt as near to our men as prudence would let them fire; while from a point at some distance to the rear of Fort Hill, the enemy opened with some guns, but these were soon silenced by our shells. Hand grenades were now thrown and their flashes and smoke added to the exciting interest of the scene. At a quarter to 6, a flag was borne up the sloping side of the fort to the very summit, and there waved and planted. This was greeted with tremendous cheers from our whole line. The firing was incessant until dark, at which time three of our flags were waving over the fort. What the result is, I cannot tell. I never experienced a prouder feeling, however, than when I saw the flag of our country borne through the smoke of battle and planted definitely on the enemy's stronghold. The hills and hollows all around the lines were covered with smoke. The enemy fired with great rapidity, and many balls were constantly whizzing around us. I was so much absorbed in the scene before me that I took but little notice of them. I have a distinct remembrance, however, of several striking on the logs around me, and of one which threw the dirt all over me. After dark I again ascended the hills and spent several hours watching a scene which it is impossible to describe on paper. The struggle at the fort still continued. Our men held the front and northern angle of the fort, which was illuminated by the flashes of their musketry. The enemy held the remainder of the fort, and strong works directly in its rear. Hand grenades were constantly hurled from each side, and so near were the contending parties, and so desperate the nature of the contest, that even 10 and 12-pound shells were ignited and thrown over in the same way, casting a lurid glare over the whole scene by their flashes, the noise of their explosions sounding loud above the roar of musketry. This fort was doubtless the center of conflict for the night, yet it raged in other directions. The boom of the gunboats came over from the river; the deep tones of the mortars resounded far up and down it, while their shells, lighting their own way, rose to an immense height, and then descended with explosions which must have shaken the whole city, for they shook the very hills upon which I sat. A battery just behind me kept firing 30-pound Hotchkiss shells, which came over my head with unearthly shriek, such as a lost soul might be supposed to utter as it enters the realms of woe, while to the left a Howitzer elevated as a mortar, was throwing 12-pound shell which went like shooting stars, over into the city.

Friday, June 26. I went up to the batteries early in the morning and found the situation of things unchanged. The strug-

gle about the fort still continued; it was enveloped in a cloud of smoke, I could see the flash of exploding shells which the enemy were rolling down from their more elevated position, upon our men. I examined the whole situation with a glass, and could not help but feel that unless our men could speedily gain a more sheltered position, they must soon abandon the attempt. Late in the evening the firing from the fort ceased. I at once hurried to the left, and my worst fears were soon confirmed. Our men had been compelled to fall back from the fort. I halted a short distance in the rear of it. The enemy's balls were flying thickly around; one passed very near my head, struck a tree, and fell to the ground. I picked it up and preserved it. It was still hot. One of the 8th Illinois was shot dead near me. He was borne back on a stretcher, and as I returned after dark, they were digging a grave for him in the hillside. I stood and gazed upon his pale face with a peculiar interest. How easily it might have been me instead of him! In the uncertain starlight his features rested in all the calmness of a quiet slumber. Our loss in this unfortunate affair will probably reach near 300 killed and wounded. The enemy must have lost heavily also.

Saturday, June 27. Capt. White was out in the trenches last night with a fatigue party. Early in the morning while shooting from a port-hole, a rebel ball cut the forward band from his gun. After breakfast he again went out, and was soon afterwards brought in wounded. He had been making a port-hole by running the handle of a pick under some sand bags. Just as he withdrew the handle of the pick, he raised his eye to the aperture, and the same moment was struck by a ball which grazed the top of his nose and entered just under his right eye, the ball lodging somewhere in his head. It is a serious wound, and I fear will prove fatal. I shall miss the Captain much, for we have wandered through our trenches together, together we have examined the works of the enemy, and passed through many dangers. But he has fallen, such is the fate of war. During the last few days, I too have made many narrow escapes. When my time will come I cannot tell. God's will be done.

Sunday, June 28. Very warm today. Had meeting at 10:30 a. m. The theme was "The Lord Reigneth." Just at the close of the service, Gen. Grant rode by and lifted his hat in token of reverence. He is a low man and presents a very plain, common appearance.

Monday, June 29. The enemy did a great deal of shooting last night; their balls dropped constantly in camp. I was awake several times, and each time "zip" came the hostile missiles as though they were bent on an errand of mischief. No one was hurt, however. In the morning, we

got a mail, which is always a joyful event in the life of a soldier—that is, if he is lucky enough to obtain a letter, which at this time was my peculiar good fortune, for I received one from one of my most valued correspondents. In the evening, I went up to the rifle pits. The trenches of our brigade are now advanced very near the works of the enemy, and large working parties are still pushing them forward. The enemy are digging a trench from their works to meet ours. They are now within about 40 feet of each other.

Tuesday, June 30. The enemy cannonaded our advanced works in the morning, and for a time, our working parties were driven out; they soon returned, however. Nothing of uncommon interest during the rest of the day, except we were mustered for pay, as usual, at the end of every two months.

Wednesday, July 1, 1863. Nothing unusual occurred in the fore part of the day. In the evening Fort Hill was again blown up. A heavy cannonading ensued, but very little infantry firing; no charge was made. I think, however, that the fort is now entirely untenable for the rebels, as it is scarcely more than a shapeless mass of earth.

Thursday, July 2. Rather more quiet than usual today. I visited the advanced trenches in the morning. So close are they to the enemy's trenches, that the Rebels threw over several six-pound shells by hand; fortunately no one was hurt.

Friday, July 3. Many rumors today as to what is going to take place on the 4th. One of Co. I was accidentally shot in camp last night. We buried him in the morning. Immediately after this I went to the trenches. Directly after I got there, a flag of truce was brought out and the firing ceased. Both parties got up on their breast-works, but were not permitted to go beyond. It was indeed a singular sight to see men who but a few minutes before had been engaged in deadly conflict rise up, as it were, out of the very ground within a few feet of each other, and exchange the civilities of life, and talk as they had been old friends; indeed many did recognize old acquaintances. Taking advantage of the cessation of hostilities, I walked out in front of our trenches, and saw many evidences of the disastrous charges of the 19th and 22nd of May,—broken guns, cart-ridge boxes, canteens, and haversacks were lying about, while every tree, stump and shrub was cut with balls. I found some ripe tomatoes and saw some ripe watermelons. I suppose that it was about one hour from the time the firing ceased until two blank shots were fired from one of our batteries. This was a signal to get into the trenches, and I returned to camp, although the firing did not commence. I know not the object of the truce, but sup-

pose it was to bury the dead on the left, as I think there was a heavy fight in that direction last night. Later—near 2 o'clock—there was firing for a few minutes, when it again ceased. I went over to the battleground again, and saw some very hard sights, among which was a long hand reaching out from a grave. It is now late in the evening, all is quiet. Some really begin to believe that proposals for a surrender are now under discussion. It is undoubtedly true that Gens. Grant, Pemberton and their respective staffs met between the two lines and held a long conference. But, although some things look as though a capitulation might be contemplated, others again look as if nothing of the kind was expected, for mining parties are being sent out as usual, and timbers are being hauled by for the purpose of constructing fortifications. During the whole day, although the flag of truce was up on the rear lines, firing still continued from the gunboats and mortars, and from the enemy's water batteries; but this has now entirely ceased, and for the first time since the 27th of May I cannot hear the report of a single gun. The quiet seems strange. Would to God it might continue; yet I cannot believe that it will.

Saturday, July 4, 1863. I expected to be waked up in the morning by the roar of artillery, but instead of that, all was quiet. The truce still continues, and the impression that a capitulation would be made became very general; yet there was no excitement among the boys. Later, 10 a. m., the word has come that the stronghold of Rebeldom is indeed ours. Loud shouts go up from our whole line. It is doubtful whether our division gets to go into the city or not; but in any case, this is a joyful "4th" to us. Henceforth we will celebrate the day, not only on account of the rise of our country, but also on account of the fall of its enemy. Late in the evening, I went out and examined a good portion of the enemy's works. They are formidable in themselves, but far more so on account of their position. Their stockade was torn into splinters by our shells, and many trees were torn down, some of them even $2\frac{1}{2}$ feet in diameter. I had not much time to look, however, for the order came to be ready to march at 7 o'clock. Seven passed, however, and we did not march. The boys extemporized fireworks, and so passed a very pleasant evening, yet we could hardly realize that the western Gibraltar was ours.

The Luck of the War Game Sometimes Makes Heroes

The Orderly That Was of the Fifth Company Washington Artillery—Shiloh!

By A. Gordon Bakewell

At the battle of Shiloh the Fifth Company of Washington Artillery was composed of four pieces, and went into battle without a Captain, who was indisposed in the rear.

The battery was, therefore, under the command of Lieutenants Slocomb and Chalaron, on the first day.

Slocomb was soon wounded and retired.

The consequence was that but one Lieutenant alone remained, which necessitated the Orderly Sergeant taking command of one section of two pieces, and he fought it out till the end of the battle, that first day.

On the second day, at dawn, we went into battle, still without a Captain, with Lieutenant Chalaron in command of one section of two pieces, and I, the Orderly, in command of the other two pieces.

There being no Captain to direct us we each fought independently, and in the confusion and smoke of battle soon got separated, and lost all knowledge of each other.

It is the section under Lieutenant Chalaron which is referred to in the narrative of Captain Jos. Boyce (1226 Pierce building, St. Louis), which was read before the meeting of the Camp of the Army of Tennessee, of which Section, after we lost sight of each other, I knew nothing.

For I was in another part of the battlefield, and was fighting with my two pieces, until they were so disabled by the artillery fire of the enemy that they could not be moved, but had to be left on the battlefield till the fight was over in the afternoon.

But, further, to tell how they were lost, how they were recovered, and how we final-

ly rejoined the other Section under Lieutenant Chalaron, which after the battle was over, this second day, was rejoined by the missing Captain, and what happened before and thereafter on the battlefield, I will now relate, with some necessary repetition.

But, first, for a better understanding, I must go back to the early morning of the second day.

The battery of the Fifth Company, Washington Artillery, with replenished ammunition, but still short-handed in officers and men, was promptly in the position assigned to it, and opposed to Buell's batteries.

Then commenced a terrible artillery duel. In the rush of contending armies, and enveloped in the confusion and smoke of battle, as previously related, we became separated from the other Section of our Command, and were soon left in a forlorn condition, with but five or six of our men unhurt, some horses killed, and other broken loose. Nevertheless, we worked the pieces until they were so disabled, so entangled in the underbrush and trees, and so buried in the soft soil, by the recoil, that with our reduced strength we could not extricate them.

Looking to the front, to my dismay, I saw a line of Federals about to charge, while in our rear, on turning around, I beheld the New Orleans Crescent regiment coming up in a counter charge, at double quick—many on both sides firing as they advanced.

Realizing that it was worse than useless to remain between these two lines of combatants, I called to our few men left: "We can do nothing more; let's get out of this, or we will all be dead men."

I then ran to my horse, who, fortunately was unhurt. Then mounting rapidly we all prepared to scamper off.

But, alas! We could neither advance to the front nor retreat to the rear. We had, therefore to run down the lines of our advancing troops to gain some place of safety behind their right flank.

We had not gone very far, however, before my poor beast dropped down from sheer exhaustion.

It being impossible to get him up again, there we had to remain, just behind a little knoll.

It had been a Federal Quartermaster's Camp. Oats and hay lay scattered over the ground.

With these we revived my famished horse, and after some time got him on his legs again.

Meanwhile the battle had swept far away, leaving only disabled and abandoned Federal Artillery, loose and riderless horses, with other sad marks of mortal combat, and where still lay the unburied dead, sleeping their last sleep among the heaps of the "debris" of battle.

• Peering cautiously over the knoll I

espied our cannon, just where we left them, with no enemy in sight, and only a few stragglers from our army, who in the rush of battle had lost their commands.

With the help of these we were enabled to extricate our guns, and from the abandoned Federal Artillery (whose carriages were of the same pattern as ours) we replaced our broken wheels and harness.

Then catching enough stray horses to drag our guns and caissons we started, ravenously hungry, to find our command, and get something to replenish the inner man, somewhat, however, apprehensive of censure, for so long delay in reporting.

After plodding along, all faint and weary, more than a mile, we saw above the underbrush, in that bloody woods, the battle flag of our Company.

Hastening on, we soon came within their view. They then sent up a mighty shout, to our great astonishment. "What can that mean?" I asked, turning to young Denegre, who was one of us. "I don't know," he replied, unless they thought we were all killed or captured with our guns."

At once I took the hint, and gathering the boys about me thus addressed them: "Boys, I want you all to swear that you will never tell how we recovered these guns. If you don't blab our reputation as heroes is made forever."

Now, having unaccountably lost my Bible and Prayer Book, "Boys," said I, "you must all take the most binding obligation that a Confederate can take, not to divulge the secret of our heroism."

Then, we all, with our hands upon our empty stomachs, swore never to tell.

Upon rejoining our command, we were greeted with warm and enthusiastic congratulations, and every mother's son of us remained as "dumb as a drum with a hole in it."

We then learned, for the first time, that our army was too cut up and incapacitated to renew the fight, and that we were to fall back to Corinth.

Our battery, however, was ordered to remain to cover the retreat, should the enemy pursue.

Meanwhile, while I was standing in line at the head of the Company, General Beauregard rode up with his Staff, and after some few words with our Captain, came over to me and said: "You have done nobly, Sir." Your humble servant said not a word, but bowed low in acknowledgment of the compliment. Of course the General did not know that if my poor, old, famished beast had not fallen down exhausted those guns would have been left for the enemy's only triumph on that bloody field, and we, accidental heroes and distinguished Confederates, would have been far, far away in the rear.

As it was, however, by our fortuitous

heroism, we had saved our company from the mortification of having lost half their battery.

None but the initiated knew how; and we might, at our pleasure, have played the Old Soldier upon that accidental fact to the end of the war. For this is how we

gained our reputation for bravery, to this day.

I never divulged how those guns were saved till all who had participated in their recovery had gone to join the "Grand Armies of Heaven" on the other side of the dark river of death.



GEN. STEPHEN D. LEE.

Remarks of President C. H. Markham at 23d Annual Meeting of the Traveling Engineers' Association Held at Chicago, Sept. 8-10, 1915

Mr. Chairman and Gentlemen:

It affords me pleasure to appear before the Traveling Engineers' Association, for the position at the throttle has always held a peculiar fascination for me and I look upon the calling as one requiring intelligence, courage and skill, qualities that develop and call for the exercise of the finer sensibilities of man. My first job on a railroad, some thirty-five years ago, was coaling engines by hand at Deming, New Mexico, and I well remember the kindnesses of many of the engineers to the boy whose strength they feared was being overtaxed. It requires mighty good "stuff" to sit in the cab on a stormy night and take a trainload of passengers through in safety and on schedule; depending on the trackmen to report soft places, the dispatcher to clear the way and a keen vision and sense of danger to avoid trouble up ahead; a great responsibility calling for watchfulness while the world sleeps; duty if it means death. I admire this man-sized job and I am "with" the men who fill it.

The railroad business is the greatest business in this country today. Its development has made possible the rapid settlement of our vast primeval areas, the linking of cities and of people, the up-building of an empire overnight.

For the year ending June 30, 1914, the railroads transported, in round figures, two billion tons of freight or in the neighborhood of three hundred billion tons one mile. They carried over one billion passengers or about thirty-six billion one mile. Their net capitalization for the quarter million miles operated was approximately sixteen billion dollars or sixty-four thousand dollars per mile, just one-half of the per mile capitalization of European roads—and physical valuation now being conducted by the

Interstate Commerce Commission is going to show that on the whole they are not overcapitalized. They employ over one and a half million men and a like number are engaged in supplying their demands—one in every seven of our population being dependent upon them for their daily bread. To these dependents the annual wage distribution is over two and one-half billion dollars.

Our railroads are managed today by practical men who have come up from the ranks. They belong to the people, either directly through stock and bond ownership, or indirectly through savings deposits and insurance policies; and unfair attacks made upon them but react to the detriment of the people themselves. I hold no brief for the past, but there is very little reason in remembering the shortcomings of previous generations and attempting a belated punishment on people wholly innocent. It required men of daring and initiative to sponsor this development and whatever their personal motives they are entitled to some measure of credit.

The thing that ails this country is too much regulation, too many laws; the inevitable accompaniment of a change for the better in our business methods. There can be no doubt but that the purifying process which for the past ten years has gripped our commercial life has left an undying impression of good. It was the drastic way we went about it that hurt; and the process has left us too prone to complain at little things, too excited to analyze anything. Every man feels he knows all about every other man's business.

If we can but minimize this useless agitation there is nothing radically wrong; but if continued it is bound to work infinite harm. Our business men

are the premiers of the world; they are trained fighters in worldwide business strife; they are exponents of the best thought in modern business; they have placed the banner of the United States where all the world might see; and the majority of them should not nor in the end do I believe they will be held responsible for the acts of the few. Calmer judgment will, I think, acknowledge the tribute due them and that calmer judgment will divorce business from politics, something the people want but which some of the politicians cannot yet realize. It is only in this way that we can really progress; that the resources of this country can be adequately appreciated, fully taken advantage of. Our wealth is almost untouched and there is no end to the things we can do.

That is why I come to you today to urge a unity of railway forces in a great educational move for our own and the country's preservation. The people are coming to understand and sympathize with us in our troubles. It remains for us to appeal to them again and again, whenever we are unjustly attacked, relying on their never-failing fairness to secure us equal opportunity and fair play. But if we expect them to heed our appeal we must first be sure we are absolutely in the right. The value of good example as a means of frustrating the evil designs of our detractors cannot be over-stated. We must observe the statutes, however onerous, until repealed or adjudicated. There can be no halfway measures, no resentful or lukewarm obedience.

And if we would succeed our internal relations must be amicable and harmonious. We should look upon the day of the strike as over. Food supplies for the people of our large cities are dependent on uninterrupted daily transportation and if the time should ever come when, because of failure of employers and employes to agree, the trains should be stopped, the people will take charge and run them for us. This means that disputes likely to result in serious inconvenience to the public must hereafter be submitted to arbitration, and if we cannot agree among ourselves we must sub-

mit to compulsory arbitration or the alternative of government ownership. If it be compulsory arbitration it will probably be under conditions which, while taking into consideration the interests of the shipping and traveling public, will recognize the right of the railroads to offset increased wages by corresponding increases in freights and fares.

I want to take advantage of the occasion to urge upon your Association the importance of discouraging the activity of representatives of many of the organizations which maintain legislative committees whose duty it is to influence legislation designed to secure concessions which cannot be secured through the regular channels of negotiation or arbitration. The railroads are put to unnecessary expense in their efforts to defeat what to them seems unfair and unjust regulation of their business. Instead of combining forces and working to defeat legislation antagonistic to the interests of the roads and their employees, our forces are divided, and the passage of a full crew or train limit bill may be followed by the passage of a law reducing passenger fares or creating some other condition having the effect of either reducing income or increasing expenses, in which the employees have no direct interest.

It is the duty of the railroads to furnish safe and convenient transportation for persons and property and, as under the existing order their only source of income is from freights and fares paid by those who travel and make shipments of goods, they must be permitted to charge rates sufficient to yield a return large enough to provide for improvements necessary to keep pace with the constant increase in business and growing cost of operation. But the cry of over-capitalization or wrongdoing resulting from high finance is raised and relief is denied; and yet government is ready to spend millions in the construction of waterways to compete with and perhaps destroy the business of railroads privately owned. All the people are taxed for the benefit of the few. The Panama Canal, while a great political

necessity, is commercially favorable to the interests of the Atlantic and Pacific seaboard and discriminates against the business and commerce of the middle west. The money for construction of new and improvement of existing interior waterways ought to be raised by assessment on the property of or by taxing service rendered to the immediate beneficiaries. I see no reason why a man who ships his freight on an interior waterway built by the government should not pay for its use in precisely the same manner as does the man who ships his freight on a privately-owned railroad. The cost of artificial, interior waterways ought to be borne by the beneficiaries, as is done in the matter of street paving and like civic improvements. If built at government expense commerce should be assessed tolls sufficient to realize a sum calculated to pay interest on the cost and a fund for maintenance and operation.

The past few years have witnessed

great changes in the railroad business. There is a better understanding of the needs of all concerned. Publicity is the order of the day and appeals to the public for relief from attempts to pass unfair laws are of frequent occurrence. The wisdom of this policy is proven by results and I don't know of a case where it has failed.

Some students of our transportation conditions are predicting government ownership of railroads, but I am one of those who believe that it will be a long time before the people of this country will be ready to embark on an experiment which has not proven successful in countries where conditions are much more favorable than in ours. Whatever might be said of government ownership in a thickly populated, finished country, like some of those in Europe, it won't do for us, and I might say, in passing, that Europe is not setting us an example that we can afford to pattern after.

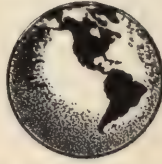
Little Things Which Get Business—The Telephone

By F. B. Wilkinson

1. Answer promptly. Your patrons are busy business men.
2. Have a smile in your voice. The world hates a grouch.
3. Be courteous. People judge the railroad by *your* conduct; not by your superintendents.
4. Some people seem unable to master the art of being agreeable over the telephone. Get on some other job if you are one of them. If you do not, the railroad and yourself will lose friends. Their loss is irreparable.
5. Speak with lips close to transmitter. Nothing is more annoying than to have a voice sound faint and unintelligible.
6. Don't be in too great a hurry. Let your patron know that you understand what is wanted and he will not fret while you are securing the desired information.
7. Don't hang up receiver too quickly. Be sure your customer is satisfied before you ring off.
8. Patrons complain that your phone is often busy? Tell the boss. He will have additional phones installed if they are needed. Remember that people will call your competitor and get in habit of giving him all their business if they cannot get you quickly.
9. When request is made for rate, quote it and tell inquirer about your service and ask him for the business. Secure his address and have solicitor call on him. People appreciate attention shown them. IT GETS BUSINESS.
10. We are all salesmen. Treat the public as you expect to be treated by your grocer.
11. He sells groceries. YOU sell TRANSPORTATION.

PUBLIC OPINION

What the



World thinks

Extract from an Address Entitled, "A Right of the States," Delivered by Alfred P. Thom, of Washington, D.C., Before the State Bar Association of Tennessee, on June 25, 1915, at Chattanooga, Tenn.

* * * Commerce itself in these one hundred and twenty-six years has assumed a far greater consequence in the affairs and destinies of men and of nations, than it had in those early days. Steam and electricity have come with their mighty revolutionizing influence and have brought all the states and all the nations into close and intimate commercial relationships. Men no longer deal in trade most largely with their immediate neighbors, but find it essential to their success to have free and unimpeded and adequate access to the markets of the world.

The interests of the producing states—particularly the states of the South and West where there are no markets of the first importance—imperatively require easy and quick transportation to the world's great market cities, such as New York, Philadelphia, Boston and Chicago in this country, and Liverpool, London, Paris and Berlin abroad.

It may be safely stated that at least eighty-five per cent of the trade of Tennessee, and of the United States generally, moves in interstate and foreign commerce. It traverses vast distances; it must pay low mileage rates to reach and to compete in these distant markets; it cannot, because of the value of time and the small margins of profit, permit frequent handlings or breakings of bulk.

To meet these economic conditions—to satisfy the essential needs and to accommodate the movement of this great traffic—it has become necessary to create long and continuous lines of railroads in the place of the short and disconnected lines which were once adequate to the requirements of trade. These large systems of railroad, which have come in obedience to the economic law which demands continuous, rapid, and unbroken transportation, necessarily extend across, and are, under existing law, in many respects subject to the varying policies of many states.

The problem of greatest magnitude which concerns the country in regard to them, is how their continuity of service shall be preserved unimpeded and what shall be the quality of adequacy and efficiency which their transportation facilities shall possess.

It must be remembered that the transportation capacity of the carriers marks the minimum limit of the trade, and hence of the producing capacity,

of the people whom they serve. No more will be—no more can be—produced than can be carried to market. Therefore, each state, being dependent for its prosperity upon the producing capacity of its people, is deeply concerned that the transportation capacity of the carriers which serve it shall be adequate and shall not be crippled or impaired.

A broad and wise policy in dealing with the instrumentalities of commerce is, therefore, a matter of supreme interest to all the states. A narrow, or niggardly, or selfish policy, if adopted by any one of the states through which a railroad passes, may seriously cripple and depress the commerce of every other state which the railroad serves.

No adequate conception of the railroad problem, as it affects the development of the country and the growth of its commerce, can ignore the necessity that transportation facilities must be all the time growing and improving to keep pace with the growth and expansion of commerce—otherwise there will be no growth or expansion of commerce.

Such an increase in railroad facilities involves the constant input of new capital, for no railroad is ever finished except in a dead country. It is a mere platitude to say that new capital can only be attracted by credit. While no one state through which a railroad passes can alone establish its credit, a single state can impair or destroy it.

If a railroad runs through and serves eleven states, ten of them may be guided by broad and liberal views and may be controlled by the policy of encouraging the establishment and maintenance of adequate transportation facilities. The eleventh may, however, have no adequate commercial outlook or may be temporarily under the domination of small and time-serving politicians. It may reduce rates on state traffic so as to barely escape the line of confiscation. It may be unwilling that its state traffic shall contribute anything to the liberal program, favored by the other ten, would build for the future and insure the present and continuing adequacy of the transportation facilities on which all are equally dependent.

In such a case, what shall be done? Shall the ten states bow to the will or caprice of the one and allow it to control? Shall they permit the narrow views of the one state to limit the standard or the character or the quality of facilities which their people shall enjoy?

If, on the other hand, the standard of facilities is not brought down to this low level and is to be made adequate to the needs of all, then the commerce of the other ten states, or interstate commerce, or both, must bear the burden, which the dissenting state has refused to share, of building up adequate transportation facilities.

In either case, the dissenting state, in a very effective way, regulates the commerce and the business opportunities of all. It either determines the standard of the commercial facilities, and therefore the commercial opportunities of the other states, or it throws on them an unfair and undue proportion of the burden of sustaining them at a level of higher efficiency.

Moreover, in the Shreveport case, recently decided by the Supreme Court of the United States, and in another state which I shall not more particularly identify state rates have been greatly reduced for the avowed purpose of preserving state markets for state trade, and thus excluding and discriminating against the trade of other states.

Is it not a right of each of these states, thus oppressed by the narrow and selfish policy of one, to have its commerce freed from these state restrictions and regulated by congress, representing all the states, in accordance with the compact of the Constitution?

I have referred to the great importance to the welfare of all the states

of transportation facilities—to the complete dependence of the states upon their adequacy, their efficiency and their readiness for service. I have called attention to the credit of the carriers—their capacity to obtain new money—as bearing an important, and in fact controlling, relationship to the problem of transportation.

In this connection, and as exerting an important influence on the financial capacity of the carriers, it is appropriate to consider their capacity to issue and to dispose of their securities.

It is manifest that, if such issue is to be regulated by the individual states, every state is at the mercy of the others. A bond, to be available in the market, must, as a rule—especially now when most bonds are necessarily junior liens—be secured upon the whole railroad line; and this crosses many states. One of the states, therefore, if it possesses the power to regulate the issue of securities of an interstate carrier, may disappoint and defeat a financial plan approved by all the other states and necessary to the carrier's transportation efficiency.

Even if the state does not press its authority to the extent of absolutely declining to sanction the issue, it may selfishly, and as a political expedient, attach a condition that a designated portion of the proceeds shall be spent within its borders where it may not in fact be needed, when the needs of interstate commerce and the commerce of other states fairly require that the whole shall be expended elsewhere.

The power of the state to consent, or to withhold its consent, is equivalent to a power to control the character and the location of additional transportation facilities against the views and the interests of all the other states.

But even if the necessity for the new capital is universally recognized, and the approval of the states is not ultimately withheld, the time necessary to permit the investigation and to secure the approval of so many would, or might, constitute a fatal obstacle in the way of a successful financial operation. Promptness—ability to avail without unreasonable delay of a favorable market—is essential to success in placing large financial offerings.

Conceive the not impossible case suggested by a recent dramatic event in the history of the world.

A railroad company has been maturing for some time past a large financial plan with the purpose of taking advantage of a general market such as we all know recurs at periods some times widely separated. A great steamer, say the *Lusitania*, sails at a moment of international tension. Those in charge of the financial policy of the railroad are justified in believing that something may happen to that steamer which will affect international relations and destroy for many months, and perhaps for years, a market for securities. So far as their own business preparation is concerned, they are ready to bring out the carefully matured plan and place their securities. It becomes then a question of days before the possibility of disaster to that steamer may be realized. Meanwhile some state commission, for some such reason as has been suggested, is delaying the approval of the issue. It does delay until the disaster happens and so defeats the financial plan, with the result that there is at least an indefinite postponement of additional railroad facilities essential to the best interest of the commerce of the country.

Of course, the chances for such delay are increased just in proportion to the number of states which must be consulted in the matter of regulation.

From whatever standpoint, therefore, it be considered, the destructive effect of a power in the several states to determine and limit the financial

capacity of the carriers, through a regulation of the issue of their securities, is apparent. It is manifest that the financial capacity of a carrier which serves many states is a matter of transcendent importance to them all. No one of them should be allowed to control or to injuriously affect it. It is a right of each of the states that a matter so important, and in which all of them have so vital an interest, shall not be controlled by one which may have a selfish interest or an illiberal policy.

It is a right of the states, in respect of this matter of common and supreme concern, that an authority, which is the authority of all, whose power is delegated by all, which represents all and which acts for all, shall alone be the arbiter of what may be conflicting views and interests, and shall alone regulate and control.

And yet sixteen states have enacted statutes, each asserting for itself the individual right to control the issue of stocks and bonds of interstate carriers. And the end is not yet, for many other states are considering legislation which will give to them a power which they see is already being exercised by others.

Another striking illustration of the exercise by one state of a power to discriminate against and to injure the commerce of other states and interstate commerce is found in the state laws which impose heavy penalties for failure to furnish cars or other instrumentalities of commerce within a limited time.

One of the states now imposes a fine of five dollars for each day of delay; an adjoining state fixes the fine at one dollar per day; and the interstate commerce law fixes no per diem penalty at all. A case may well be imagined where a carrier is reasonably supplied with equipment, but a large portion of it has moved in the regular channels of commerce to a point on or off its line and distant from the place where the demand for it is made. If, under these circumstances, there is a demand for a car by a shipper of intrastate traffic in the state which imposes a heavy fine for delay, and is also made by a shipper in the state which imposes a light fine, and is also made by a shipper in interstate commerce as to which no fine at all is imposed, and there is at the moment, by reason of special circumstances, only one car available to meet all three of these demands, it, of course, results that the carrier in self-protection must deliver the one available car to the shipper in the state which imposes the largest fine, and the other must go without. In other words, the greediest, the most selfish and the most unreasonable state thus secures by its own laws a preference for its own commerce over the commerce of its sister states and over interstate commerce itself.

Is it not a right of the other states to have the question of a fair distribution of available car supply determined, not by one of the interested states, but by the authority which represents them all and can see that a rule of equity and fairness shall prevail?

In addition to what has been said, a long and formidable list of state statutes, already in effect, might be given, which, without the consent of the other states, impose serious burdens of expense upon their commerce, and thus upon their people. All discriminate, or have the effect of discriminating, against their commerce, both state and interstate.

Thus, three states have passed laws making it illegal for a carrier having repair shops in the state to send any of its equipment, which it is possible to repair there, out of the state for repairs in another state; fifteen states have attempted to secure preferred treatment of their state traffic, either by heavy penalties for delays or by prescribing a minimum movement of freight cars, some of them requiring a minimum movement of fifty miles per day, whereas

the average movement for the United States is not over twenty-six miles per day—one of these states imposing a fine of ten dollars per hour for the forbidden delay; twenty states have hours-of-service laws, varying from ten to sixteen hours; twenty states have full-crew laws; twenty-eight states have headlight laws, with varying requirements as to the character of the lights, and fourteen states have safety-appliance acts.

Let me take an illustration from a single class of these statutes. I will select the Full Crew laws of the states of New Jersey and Pennsylvania.

These laws impose upon the railroads operating within their respective limits an expense for unnecessary employes amounting to more than one million seven hundred thousand dollars a year. There is nothing in these state laws putting the burden of this expense on their own traffic alone. That burden extends to all the traffic these railroads carry, and thus the traffic of Virginia and Tennessee and Mississippi and of all the American states whose traffic enters New Jersey or Pennsylvania is laid under tribute by these state enactments.

Or, the proposition may be stated another way. The expense put upon this railroads by the Full Crew statutes of these two states would pay the interest at 5 per cent upon a capital fund of more than \$34,000,000. By requiring an amount equivalent to the interest on this capital to be expended on useless employes—at least on employes as to which the other states were not consulted—instead of being used to obtain new capital, these two states have by their own independent action reduced the borrowing capacity of the railroads to the extent of \$34,000,000. That amount of capital would have bought 1,360 locomotives, or 3,400 steel passenger cars, or 34,000 freight cars, or 1,133,000 tons of steel rails, or would have block-signaled 13,600 miles of road.

Thus facilities immensely valuable to the traffic of the other states have been made impossible—not by their own action, but by the independent action of New Jersey and Pennsylvania.

It is apparent that these and similar statutes which impose burdens and create discriminations violate the principle of just and equal treatment as against the states which have a more liberal policy, and constitute serious invasions of the field of regulation by the states which adopt them to the substantial prejudice of those which have not sought to obtain special or preferential treatment.

Again, it may be asked, is it not a right of the states that no one state shall possess the power of imposing a burden which the people of other states must help to bear, or of securing a preference for its own traffic over the traffic of the others?

In order to secure equality of burden and of privilege and the benefit of an adequate and efficient transportation system, the power to regulate commerce among the states and with foreign nations was, by their own action, withdrawn from the individual states and conferred upon Congress, which represents them all.

In fact, it may be truly said that the Constitution itself was the offspring of the insistent demand of the states for protection in trade against the other states. It is, therefore, peculiarly a right of the states to have this purpose fully and fairly carried into effect.

It seems not unprofitable to turn from the problem of commercial regulation, considered only as a problem of peace, to the lessons we must learn in regard to it from the great events now occurring on the continent of Europe.

It will be merely fatuous in us to close our eyes to the fact that the organization of society will be revolutionized in consequence of the historic developments of the past year.

We had fondly dreamed that the possibility of great wars had disappeared in the purer light of civilization, and that the barbaric and savage instinct of nations had been obliterated by the advance of moral and intellectual principles among mankind.

This dream has been rudely dissipated and the world has been made to realize that, when it comes to war, there has been no advance in humanity or morality since the Goths and Huns and Vandals fought and slew and pillaged fourteen centuries ago. The only difference is a difference in slaying power and in efficiency. These have advanced as science has marked out the way. The lesson has been taught, in the blood and agony and tears of nations, that hereafter, when it comes to the test, it is only the organized and efficient nation which can survive.

The world has marveled to see a nation, with comparatively small territorial possessions, rise in arms against the strongest nations of the earth and defy them all with its organized energy and power.

Whatever may be the ultimate result of this gitanic struggle, the lesson of national efficiency has been taught and will never be forgotten. Its influence has reached even to this remote Western Hemisphere, and hereafter men will put a new value on our national union and will recognize the necessity for stronger and more perfect national organization to meet the dangers which all of us see may easily assail us. We have had it borne in upon us that the most militant and most efficient nation of Europe has outgrown its territorial limits and is looking for other lands to colonize, into which it will introduce its own national ideals, its own national efficiency and its own militant and aggressive spirit.

If it should happen that her policies embrace the acquisition and colonization of certain parts of South America, our Monroe Doctrine would stand in the path of her ambition. Whatever course we may then pursue—whether we limit the application of this doctrine to North America or undertake to enforce it as to the entire Western Hemisphere—we shall be confronted by greatly increased international complications and will need both national power and national efficiency to deal with the conditions which will be certain to arise.

Steam and electricity and science have done their work and have made great nations essential to meet these mighty forces. The day of the small, weak, and defenseless state has passed just as the day of the sailing vessel and the wooden ship is gone.

Wisdom requires us to recognize the change which these mighty forces and these mighty events have wrought. We cannot step backward and disintegrate ourselves into separate states. We must be efficient as a nation if we are to deal successfully with our national emergencies.

All this, I trust, will not involve us in the necessity of becoming a military nation, but it undoubtedly puts upon us the imperative obligation to organize our industrial life upon the most efficient basis. Our resources must not only exist, but they must be easily available. We must realize that the agitation must cease for a divided sovereignty in respect of functions which are in essence national. We must appreciate that efficient transportation is an essential condition of national efficiency, and if we are to halt or weaken our transportation systems at state lines, by permitting the imposition of burdens or the exercise of hurtful, inharmonious or unwise regulation, we will make national efficiency impossible. The creation of transportation facilities for a great nation is not the work of a day. It is a matter of slow and difficult growth and is the work of "forward looking" men, who must anticipate conditions and have facilities in readiness for use when they are needed.

Is it wise for us to subject a matter of such universal concern and of such national importance to the uncertain policies and partial and inadequate outlook of a single state? The Constitution confides it to Congress, which represents the general welfare and common interests of all the states. The evolution of forces, the progress of events, and the growth of nations emphasize the wisdom and necessity of reposing the power of commercial regulation, which so essentially involves the national interest and the national efficiency, in the hands of the authority which is alone responsible to all the people for the performance of national duties and the preservation of our national liberty.

If it was to the interest of the individual states to have a single and impartial regulation of interstate commerce and its instrumentalities when the question was the free introduction into New York of the firewood of Connecticut and the dairy products of New Jersey, it is far more so now in view of the influential relationship which transportation has come to bear to our national efficiency and to the liberties and destinies of our people. For we must remember that in a period given up to a frenzy for overlegislation no business interest dependent for its stability upon the public confidence can long survive, if it is assailable, as the transportation business now is, on so many sides and from such an infinite variety of sources.

We must realize that inevitably commerce will eventually be regulated exclusively by the Federal Government. The existing system of private ownership cannot long endure if it is to be permanently subjected to the increased burdens and conflicting policies of a dual, or of a many sided, regulation. It must be put under one master with a harmonious and constructive policy, or it will inevitably fail. When this failure comes and governmental ownership takes the place of the present system, the states will be deprived of all power, and Congress alone will necessarily regulate every detail of railroad management and all the instrumentalities of commerce.

It must also be realized that the regulation of interstate commerce and its instrumentalities is no violation of the rights of the states, is no invasion of their prerogatives, is in no sense in derogation of their reserved sovereignty, but in reality is merely the specific performance of the contract which each state bargained for when it subscribed to the Constitution. It is their covenanted right, and the covenanted right of each of them, as well as their highest interest, that the commerce in which one in common with another state is interested shall be regulated by the fair and impartial judgment of the authority which alone springs from and is responsible to them all.

As was said by Chief Justice Marshall in *McCulloch vs. Maryland*, 4 Wheaton, 405, in speaking of the powers of the Federal Government, of which one is the power to regulate commerce among the states and with foreign nations:

"It is the government of all; its powers are delegated by all; it represents all and acts for all. Though any one state may be willing to control its operations, no state is willing to allow others to control them." * * *

Trespassing Accidents

While the number of passengers and employes killed by American railroads has been decreasing for several years, the most numerous class of railway casualties, the fatalities to trespassers.

continues to increase, says the *Railway Age Gazette*. This condition is ascribed to the indifference of legislatures, courts and commissions that have failed to pass and enforce laws

to stop trespassing, while in the twenty-five years for which the Interstate Commerce Commission has reported accident statistics the total of trespassers killed has amounted to 113,480, or over 53 per cent of all railway fatalities.

Comparing the last five-year period for which the statistics are available, 1910 to 1914, with the period 1890 to 1894, the Gazette shows that while the increase in the number of passengers killed was 8 per cent, and in the number of employes killed was 30 per cent, or far less than the increase in mileage, volume of traffic and number of employes, the number of trespassers killed was 52.6 per cent greater in the later period. Comparing the period of 1910 to 1914 with the previous five-year period, 1905 to 1909, the number of passengers killed decreased 4 per cent, while the number of trespassers killed was 1.7 per cent greater.

"Railway travel has not for many years been especially hazardous and it is becoming safer every year," says the Gazette. "Working on a railroad, while properly classed as a more or less dangerous occupation, according to what department an employe is in, is also each year attended with a less degree of risk. But trespassing on railway tracks and trains has always been and still continues to be a very unsafe practice and is not growing less so.

"While regulating bodies of all kinds have been very busy passing laws and issuing orders to prevent railway accidents, the railways themselves have exerted the most strenuous efforts to remove one of the most serious blots on their record, with the result that fatalities to passengers as well as to employes have been decreasing. To the most numerous class of railway casualties, however, the fatalities to trespassers, the same bodies that have been most vigorous in regulating the railways have shown indifference; and this, in spite of the fact the number of people killed while unlawfully using the railroad tracks as a short cut or stealing rides on cars and engines has

continued to grow from year to year.

"For many years railway casualties increased very rapidly, mainly because the number of people exposed to railway accidents of all kinds, the mileage of railroads, the number of trains run and the volume of traffic handled were increasing very rapidly. The fact that the increase in accidents was less than the increase in the chances of accident is frequently overlooked.

"If the improvement in respect to the safety of railway travel and employment be largely attributable, as some maintain, to regulation, to what must we attribute the continued increase in the number of fatalities to trespassers? As a matter of fact, the reduction in other accidents is mainly creditable to the managements of the railways, while the continued increase in fatalities to trespassers is mainly due to bad government. The railways have policed their tracks and arrested trespassers by thousands, only to see them turned loose because the judges have refused to convict them and because local communities have declined to stand the expense of their incarceration.

"That the percentage of increase in fatalities to trespassers has not been larger is due rather to the activities of the railways in keeping up an agitation regarding the evils of trespassing than to any assistance they have received from legislatures, courts or commissions.

"While the railways have succeeded in reducing their own accidents in spite of the increase in mileage and traffic, the number of trespassers killed has almost invariably fluctuated with those factors. In other words, it has been governed almost entirely by the increase in the chances of accident. The more railroads there are, and the more trains that are run, the greater is the hazard that they will kill persons who insist in walking on the track, and apparently the more people there are in the United States the more trespassers there are.

"The railway accident record is bad

enough without being exaggerated. It has always been widely published, and hence has received more than its proper share of attention as compared with the casualties in other industries. We sometimes read of an accident in which people have been 'slaughtered like sheep.' But the American railway accident record can never be properly understood nor adequately dealt with until some action is taken by the constituted authorities to separate the sheep from the goats and protect the goats from the consequences of their natural propensity."—Peoria, Ill., Star, Sept. 20, 1915.

TRESPASSING ACCIDENTS

ACCIDENTS to trespassers on railroads are increasing so much faster than accidents to other persons that in the last six months for which the statistics are available the number of trespassers killed amounted to nearly 60 per cent of the total number of persons killed by railways. For the preceding ten years fatalities to trespassers had constituted only 53 per cent of the total.

These facts are brought out by the Railway Age Gazette in an editorial in its current issue, analyzing the accident bulletin just issued by the Interstate Commerce Commission for January, February and March of this year, together with the bulletin for the preceding quarter. During the same period only two passengers were killed in collisions. In other words, the chances of an accident of this kind were so small that the average passenger could travel continuously at a speed of 60 miles an hour for 16,770 years before meeting death in a collision.

The Gazette says:

"For the six months the two bulletins report a total of 3,662 persons killed in all kinds of accidents, and of these 2,165, or nearly 60 per cent, were trespassers. During the same time only 79 passengers and 908 employes were killed, and only 424 persons other than trespassers were killed at grade crossings. In train accidents only 14

passengers and 106 employes were killed, while only one passenger in each quarter was killed in a collision. During this period the number of passengers carried one mile was approximately 17,629,000,000. Collision accidents are those the public hears most about; but at this rate the average passenger could travel continuously at a speed of 60 miles an hour for 16,770 years before meeting death in a collision!

"Our statute books contain a mass of legislation designed to prevent accidents to passengers and employes and at grade crossings, but the railways cannot secure the enforcement of what meagre laws there are to prevent trespassing, although in six months twenty-eight times as many trespassers as passengers, over twice as many trespassers as employes, and five times as many trespassers as persons at grade crossings, were killed. Most of our safety legislation is directed against train accidents or defects of equipment. It seems to take little cognizance of the human element. Yet in six months only 143 persons were killed in train accidents, while no less than 3,262 or 89 per cent of the total, were killed by falling from cars or engines, while getting on or off cars or engines, or by being struck or run over by engines or cars at stations, yards, highway grade crossings or at other places. In other words, these accidents were largely attributable to carelessness or willingness to take a chance on the part of the victims themselves."

The only solution of this problem is the enactment of an anti-trespass law, providing that there shall be no right of recovery in behalf of persons who are killed or injured while trespassing on railroad property.

Mississippi needs such a law. In a large majority of the damage suits filed in the courts of this state against common carriers the evidence shows that the persons killed or injured were trespassing on railroad rights-of-way.

Death and accident claims wherein the parties were not trespassers rarely

reach trials in the courts. Such claims are paid by the railroads without litigation. It is natural, however, that common carriers should resist damage suits wherein they were not directly responsible.

An anti-trespass law would give to the corporation the same rights now given to the individual. Furthermore, it would relieve our court dockets of a class of very unjust and expensive litigation, the expense of which must be borne by taxpayers.—*Jackson Daily News*, Sept. 28, 1915.

DEATH TOLL AMONG TRESPASSERS

PUBLICITY Bulletin No. 14 of the Illinois Central Railroad, which has just been issued, is of unusual interest to the general public, since it treats of a matter in which the general public is vitally concerned and which has long called for positive action. The bulletin says:

"The Interstate Commerce Commission Bulletin for the fiscal year 1913 shows persons, other than passengers and employes, killed on railroad rights-of-way of the United States as follows:

| | |
|---------------|--------|
| Killed | 6,846 |
| Injured | 12,352 |

| | |
|-------------|--------|
| Total | 19,198 |
|-------------|--------|

"Every one of the above were killed or injured because they were either where they had no right to be, or because they did not 'Stop, Look and Listen.'

"If an individual fishes upon, hunts upon, or even walks upon (without authority) posted property, he is a trespasser pure and simple and as such may be prosecuted.

"If an animal strays onto the premises of an individual and does damage, the owner, under the law, is responsible.

"Railroads post their rights-of-way, and not only warn of the danger of trespassing, but plead with the unauthorized to keep off their tracks. If an accident occurs, they have no recourse

in law, but, on the other hand are prosecuted and made to pay.

"Is this fair? Is this just?

"Railroads are the largest tax payers, the largest employers of labor and purchasers of material, and, as such, are the largest factors in the circulation of money, and in addition they are arteries of trade that make commerce possible.

"Are they not entitled to the same protection from legislative bodies that is accorded the individual?"

Trespassing upon railroad rights-of-way has, for years, been responsible for a larger number of fatalities than any other American custom. The deaths resulting in America from trespassing on railroad property since the first steam train was run would make the slaughter in Europe appear ordinary and the number is growing steadily each year, despite the efforts of the railroads to discourage the practice.

There is no valid excuse for trespassing on a railroad right-of-way. The way may be shorter, or smoother, or handier, but that is no extenuation. Trespass is none the less trespass for the reason that the path is preferable to a different way.

Europe deals with railroad trespassing so drastically that accidents of this sort are rare, the very presence of an unauthorized person on a right-of-way being sufficient cause for imprisonment. There is no reason why American should not emulate Europe and put a stop to this senseless butchery.

It would mean an economic saving in human life and a large financial saving to the railroads.—*Dubuque Telegraph-Herald*, Tuesday, September 21, 1915.

DEMOCRAT REPORTER ATTENDS I. C. LECTURE COURSE

Through the kindness of Charles Beck, foreman of the Illinois Central roundhouse and shops, a representative of The Democrat was permitted last Thursday evening to visit one of the busiest places in Pinckneyville and attend a motion picture on wheels.

Few of our people realize what the

round house and shops mean to this city. A large force of men were at work that night in both departments and at the car shop the men were cleaning and making such repairs as were necessary in preparing the engine for the next trip. It was all interesting, especially to one who was not familiar, or had no knowledge whatever on such work.

A recent improvement in these quarters is Mr. Beck's office which was built a few months ago and is nicely furnished. Adjacent to this is a wash room and in a few weeks a bath room and lockers will be added for the convenience of the men.

Office car No. 4 of the Illinois Central was in charge of J. W. Dodge and O. L. Lindrew of Chicago. Lectures were delivered in the afternoon and also that evening to a large class of trainmen and enginemen on "Fuel Economy" and "Cooperation." The lectures were held in the car which is properly equipped for the purpose, being fitted up with a motion picture machine and the lectures and instructions were demonstrated by pictures, which were interesting and is second to "Elaine and Harriet," in entertainment. Messrs. Lindrew and Dodge spend most of the twelve months of the year along the Illinois Central lines instructing employes and the work has proved very beneficial to all concerned.

Three years ago the car made its initiatory visit to Pinckneyville and on commenting on the improved conditions existing on the St. Louis division and the state of affairs on their first visit here, Messrs. Dodge and Lindrew were very flattering and Pinckneyville should appreciate the words of praise, as this city furnishes more railroad men than any other in Southern Illinois.

While the writer is not up on cylinder packing, piston rod packing, valve steams, flues, stay boltism, or any other ism, yet it has been our privilege to attend these annual meeting and while we consider it an honor to have the acquaintance of such men as Messrs. Dodge and Lindrew, and a real pleasure to spend an evening with the Railroad boys, whom we hold in the highest esteem, we have also learned the proper method of firing

an engine, how to eliminate black smoke, and cut down the coal bill, which is going some.

The car left here Friday morning for East St. Louis where similar meetings were held.—Pinckneyville, Ill., Democrat, Sept. 16, 1915.

RAILROAD COMPANY SHOWS CIVIC PRIDE

Lack of civic pride is manifested in Tamaroa every day, and some of our citizens who lack this virtue, and we thoroughly believe it a virtue, "hammer" at a railroad company whenever opportunity occurs.

If our citizens took as much interest in their property as the railroad company does theirs we would have a town to which we could point with pride. It is too often that in early spring it's a little bunch of weeds and in late fall a bumper crop of seeds. Not so, however, with the railroad company. Men are continually weeding from spring until fall, keeping the right-of-way clean. We might add right here that this is not necessary in order that the trains might run, but it is evidence of pride on the part of the company. It costs lots of money, to be sure, but it is considered a good expenditure by the so-called "money grabbers."

You, Mr. Citizen, can do as much to improve your premises and without any expense—only a little time. But some of you evidently value your time more than the "octopus" does its money. In times past we have exerted our efforts in an endeavor to get our citizens to improve their premises, but met with little success.

Now back to the railroad company. A short time ago this paper mentioned the fact that the people would appreciate a better crossing over the tracks of the Illinois Central on Main street. A marked copy of the paper was sent to the superintendent of the company. The matter was at once turned over to the proper department and as a result a better one was put in, and double the width of the old one. We are not

mentioning this matter in order to claim praise for it, but simply to show that the company is always ready and willing to do anything within reason.

As for other improvements. People have always been able to arrive at and depart from the depots of the Illinois Central, but a short time ago the company decided to improve them on this division where it thought improvements might be made, and a crew of carpenters and painters was sent out. The carpenters visited Tamaroa last week and made several improvements at the local depot, and as a result it will be more convenient for both the traveling public and the employees.

Before condemning the railroad company you should give it credit for doing what you have failed to do.—The Tamaroa Times, Tamaroa, Illinois, Thursday, September 23, 1915.

FOR COMFORT OF EMPLOYEES

Illinois Central Railroad Is Erecting Three Buildings Here at Cost of \$25,000. Will be Built Substantially and Equipped with Wash Rooms and Lockers

THE Illinois Central Railroad Company is going to spend \$25,000 at the Freeport shops, in erecting three buildings to be used as wash rooms by the employees of the shops, the engine-men, firemen, brakemen and conductors as they come in off their runs.

The company will spend at least \$25,000 on the buildings and equipment and the probabilities are that the sum will exceed this amount. Three separate buildings will be erected, one between the round house and the machine shop, one behind the round house, and one in the car yard. They are to be built of brick and substantially. They will be equipped with washbowls, hot and cold water, toilets and lockers, sufficient to accommodate all the employees of the I. C. in Freeport.

Work Started This Morning

The laying out of the ground began

this morning and the digging of the foundation began at noon. It will be some time before the buildings are completed and equipped, but it is thought that they will be ready for use by the first part of November.

The interior of the washrooms will be finished in brick tile, a distance of five feet from the floor. Above the tiling the walls will be painted with white enamel. The plumbing work will be the best which can be obtained and the highest grade of material will be used.

Each of the wash rooms will contain three rows of washbowls, twenty in each row, which will make sixty washbowls to each room or one hundred and eighty to the three buildings. Two hundred lockers will be placed in the washrooms, each with a combination lock, which only the user of the locker and the office clerk will know the combination of. Valuables and money will practically be safer when locked in the locker than they would be in some banks.

The buildings will be steam heated and will be made as comfortable as possible for the employees. Tin pails which have been used by some of the employees in the past in washing will be dispensed with and all of the shop men will use the washbowls. Soap will be furnished by the railroad company free of charge.—Freeport, Ill., Bulletin, Sept. 21, 1915.

HOLDING UP THE RAILROADS

Despite the financial straits of the country's large carriers the government is engaged in the process of holding from the railroads just revenues for service performed. On August 16, the treasury department and the postoffice department issued an order under which all public moneys and securities carried between the treasury, the subtreasuries and the banks are to be handled as registered mail, instead of as express. Official statements have it that the express companies earned \$500,000 annually for this service. Of this sum \$250,000 was paid to the railroads for transportation facilities. Under the new order both the ex-

press companies and the railroads will be deprived of the revenue, but the railroads, unlike the express companies, will not be relieved of the necessity of performing the service.

The treasury department looks upon the new method of handling the \$2,000,000,000 annual shipments of money as a saving, in as much as it will receive the privilege of free postage and free registration from the postoffice department. The change may be summed up thus: To force the railroads to render service for practically nothing; to separate the insurance risk in transit from the general transportation duty and turn it over to other interests; to transfer the duties involved in transportation from the express companies to the postoffice department.

It is clear that the saving to the treasury department will be partially, if not wholly offset by the new expense involved in transportation to the postoffice department, and the insurance rate changes. Thus, with the exception of a change in agencies, the only important result of the new order is a saving to the government by the refusal to pay the railroads for actual service in transportation.

The new order is unfair to say the least. It may be more than unfair after it has been in operation for a time. And the government which expects fair service, fair dealings and fair business management from, and proposes a fair profit to the stockholders of railroads should be fair in the payment to the railroads of a just rate for service rendered. This is one of the inequalities of the present railroad-government system with which the next congress will have to deal. And it is time to start talking about the matter now.—Editorial, Jackson, Miss., News, Sept. 2, 1915.

"SANITARY FIRST" AS WELL AS "SAFETY FIRST" TO BE OBSERVED

SUCH orders as "nail the window open" and "clean up and keep clean" are being dinned into the ears and flashed before the eyes of the employes of the Illinois Central Railroad.

A campaign of "sanitary first," a twin

sister of "safety first," has been proclaimed by officials of the road. Officers along the line have a set of instructions and placards to be posted in conspicuous places for the benefit of employes and the public as well.

A competent health officer or sanitarian will inspect all waiting rooms, ticket and general offices to see that they are properly ventilated and kept clean.

All food served in either dining cars, restaurants or lunch rooms will be regularly inspected in order that purity and cleanliness may be maintained. Cream, milk and butter will be tested. Flies will be swatted.

Water and ice used on passenger trains and in stations will be regularly examined and water coolers will be sterilized with live steam once a week.

"For the protection of the traveling public as well as for employes themselves," says the notice, "employes on dining cars who come in contact with passengers will be required to submit to frequent examinations by competent physicians to see that they are absolutely free from any communicable disease.

All employes are instructed that standing water is a breeding place of mosquitoes and garbage a breeding place for flies. It is also set forth that the rat is a medium through which disease is spread.

A competent medical and hospital organization will at all times be available to employes.

This campaign is the opening gun of a sanitary propaganda to be launched jointly by railroads of the United States.—Elizabeth, Ill., News, Sept. 22, 1915.

I. C. DRAWBRIDGE LONGEST IN WORLD

**Engineering Books Declare Span Over
Missouri is Longer than Others
PLENTY OF ROOM FOR BOATS
Motor Company Bridge for Street
Cars, Automobiles and Foot Pas-
sengers and Union Pacific
Handle Many People**

NOT many Council Bluffs people are aware that the longest swinging span drawbridge in the world is the Illi-

nois Central bridge between this city and Omaha. This is not a misstatement, nor is it a fabrication intended merely to boost Council Bluffs and the things that are hers. Consult any treatise on bridge engineering and learn that the "Interstate" bridge, as the Illinois structure is sometimes called, is the longest single swinging draw span in the world.

The Illinois Central span is 520 feet long, pivoted on a pier which leaves a clear fairway on either side of over 200 feet for passage of river boats. The ordinary river steamer is seldom more than forty feet beam, so it would be possible for two boats to pass safely in either gap of the open draw, but for obvious reasons it would not be necessary to require this risk of bad steering in the treacherous current of the Missouri. But there's plenty of room for a single boat to drift through sidewise if she wanted to.

The next longest similar span, according to the engineering books, is that of the Thames river drawbridge at New London, Conn., which has a swivel span of 503 feet. The third longest span of its kind in the world is the Arthur Kill bridge that connects Staten Island with the New Jersey mainland, which is 496½ feet long.—Council Bluffs, Iowa, Nonpareil, Sept. 26, 1915.

POPULAR ROUTE SHORTENS ITS SCHEDULE FOR WINTER

For the convenience of patrons, an improvement has been made by the Illinois Central in the schedule of the Seminole Limited, running between Chicago and Jacksonville, which will go into effect on October 17, the official opening of the tourist season.

On the present schedule the Seminole Limited leaves Chicago daily at 8:15 p. m. and arrives in Jacksonville at 7:30 a. m. on the second morning, and leaves Jacksonville at 9 p. m. and arrives in Chicago at 8:20 a. m. on the second morning.

With the revision, the trains will leave Chicago at 10:15 p. m. and arrive in Jacksonville at 8 a. m. on the second

morning. Thus the running time will not only be quickened over any previous schedule, but the later departure from Chicago will afford many convenient connections at that point with lines making evening arrivals that have heretofore not been made. Corresponding reduction of time is made between Jacksonville and St. Louis.—Jacksonville, Fla., Metropolis, Sept. 26, 1915.

EDITORIAL

Giant grain elevators and the modern facilities for the handling of great quantities of grain by the Illinois Central Railroad at New Orleans are given considerable space in the August issue of the Trade Index, published at New Orleans. The Illinois Central is one of the big roads going into New Orleans and no doubt handles more grain than any other railroad in the United States. Seven ocean going freighters can line up at one and the same time and be loaded from the many pipes which extend out from the great steel "feed" pipe which, in turn, is supplied from the elevators. There are three elevators, two located at Stuyvesant docks and one at Howard and Perdido streets. The two first mentioned have a capacity of 2,500,000 bushels of grain each. Each elevator has a delivering capacity of 80,000 bushels per hour. For the year ending June 30, according to the New Orleans board of trade figures, the I. C. handled 37,450,000 bushels of grain through the port of New Orleans.—Okla City, Oklahoma, Sept. 26, 1915.

Railroad Hospital Nearing Completion

A big stone and tapestry brick building, now nearing completion in Chicago, is the central feature of a campaign of efficiency and conservation which the Illinois Central has been carrying on among its 60,000 employes for about a year. The new building is the central hospital of the railroad system. Standing on a 500-foot stretch of greensward and facing Jackson Park, pains have been taken to make it architecturally harmonious with its surroundings. It is

three stories and basement in height and a great solarium covers the entire roof.

The company has about 10,000 employees in the district adjacent to Chicago and the hospital is primarily for the treatment of such of them as may be injured or who may become ill from any cause. Men injured in the course of their work are treated free of charge.—Waterloo, Iowa, Courier, Sept. 24, 1915.

SERIOUSLY INJURED

Ed Peirson, who resides at Cobden, made an attempt to mount an I. C. south-bound freight near Makanda yesterday afternoon but while doing so came in contact with the superstructure of a bridge, and fell to the track and was caught by the wheels. Several of the cars passed over his right foot above the ankle. Accidents such as this are absolutely unnecessary and are the result of trespassing on the railroad property. There would be less accidents and fewer persons minus limbs if this habit of beating the way on the trains could be stopped.—Daily Free Press, Carbondale, Ill.

NEW ISSUE OF I. C. MAGAZINE RECEIVED.

The September number of the Illinois Central Magazine, a monthly published

in the interest of the company and its 45,000 employees, is just off the press. It is a fine piece of work both typographically and otherwise.

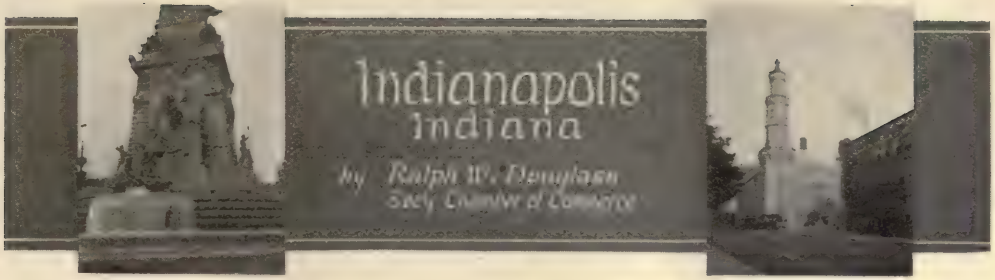
Among the many interesting contributions is "The Story of the Illinois Central Lines During the Civil Conflict, 1861-5," in which the late General Mason Brayman, former governor of Idaho, is the principal figure. The two departments, "Meritorious Service" and "Division News," are of especial interest to employees. Several of the Waterloo employees are mentioned in the division news.—Waterloo, Ia., Courier, Sept. 23, 1915.

LONG PASSENGER TRAIN

One of the longest passenger trains in the history of the Illinois Central passed through Kankakee this morning. The train, which was composed of 24 Pullmans, was a special conveying a large number of Republican politicians from Chicago to the "Love Feast" which is scheduled for today at the state fair at Springfield. Mayor Thompson of Chicago was a passenger on the train.

The special passed through Kankakee at 1:40 this morning and arrived at Springfield at 6:30.—Kankakee Evening Democrat, Sept. 22, 1915.





Indianapolis, the Center of Population and "The Heart of Trade," Is America's Largest City Not Situated on Navigable Water

IT is named "The Heart of Trade" because it is the center into and out of which large volumes of commodities, the life-blood of commerce with thousands of communities. It is renowned as a city of commerce and culture. It is the capital of the state of Indiana, the world's greatest interurban center, an important manufacturing city, a widely recognized jobbing market, a big agricultural center, a great convention city, a most desirable residential community.

The official census figures prove the rapid development and growth of Indianapolis. In 1890 the population was 105,000; in 1900, 165,000; in 1910, 233,650; in 1915, it had easily reached 280,000. The next government census beyond doubt will find this "pivot city" in the 300,000 class.

A thousand industrial establishments mark the importance of the Hoosier capital as a manufacturing city. It possesses all the six essentials of successful manufacturing—shipping facilities, power, labor, raw material, market and living conditions. Not only does it possess these six main factors upon which industrial success depends, but it possesses them in high degree.

Within a few miles of the city are great fields supplying Indiana coal, a fuel that is hot and cheap. The Illi-

nois Central and other lines tap these fields. In the list of twenty-eight coal-producing states, Indiana is fifth in total quantity mined. Coal can be bought at 85c to 90c per ton, the freight rate to Indianapolis being 50c per ton. The geologists of the state have estimated that there remain 50,000,000,000 tons of coal. At the present rate of consumption, this big resource is sufficient to last one hundred and fifty years.

Two electric power companies—The Indianapolis Light & Heat Company and the Merchants Heat & Light Company—furnish current under rates fixed by the Indiana Public Service Commission. Indianapolis is noted for the efficiency of its power plants. The city is known far and wide as "the cheap-gas city of America." Artificial gas is furnished to the small consumer at 55c per thousand feet, the price decreasing for larger consumption. Large quantities of coke are produced.

Indianapolis is fortunate in its water supply, which in point of purity is not surpassed anywhere in the country. Water comes from White River, Fall Creek and from many deep rock wells. The filtration plant has attracted wide spread attention. Experts from all parts of the United States and even from other countries come to Indianap-

*Street Scenes,
Business District
Indianapolis Ind.*



olis to inspect this plant. The settling basin covering fifteen and one-half acres holds forty-five million gallons and is so baffled that the water must travel 5,100 feet from inflow to outflow.

The pumping stations of the water company were built with the idea of beauty as well as utility. These stations, which draw their supply from the filtration plant and from the deep wells, are the Riverside station, with a daily capacity of eighty-six million gallons; the Washington Street station, fourteen million gallons; a twelve-million gallon station northeast of the State Fair grounds; the Broad Ripple station and the booster station at Rural and Michigan streets.

The quality of the water supply is being constantly tested. More than sixteen thousand tests are made in a year. Typhoid fever has been reduced to a minimum, and health conditions in general are very good.

Facilities for Indianapolis shipping are the best in the country. Seventeen steam carriers and thirteen electric carriers, reaching out toward every point of the compass, afford a transportation ability equal to any in the world. The close network of other railroads connecting with the direct lines of Indianapolis, puts within easy and rapid reach of the city almost every town, village and hamlet in the wide expanse of territory embracing Indiana, Michigan, Ohio, Kentucky and Illinois. All this is the wholesale trade zone of Indianapolis. The trade of many jobbers and manufacturers of the city extends far beyond the limits of this territory and practically includes world-wide distribution. While the manufactures reach out broadcast, the wholesalers, as a general rule, are not trying to cover the entire United States, but are concentrating on territory directly tributary to Indianapolis. This concentration, accompanied by close attention to the needs of this trade zone, has brought about the great up-building of service within the territory, so that today this territory possesses unsurpassed advantages from the standpoints of being able to buy what is de-

sired and having it delivered with the greatest possible dispatch.

The steam railroads maintain two hundred and forty-eight different local and package cars, and in addition thereto Indianapolis has the ability to reach hundreds of points expeditiously by means of service on electric lines. To nearly two-thirds of its trade territory Indianapolis is able to give express service at advantageous rates.

Indianapolis freight houses are practically at the back door of the wholesalers. This is a big asset to the city as a wholesale market. It is an important factor in giving the retailer two things he desires—quick shipments and economy. Nearly every shipping house in Indianapolis is within four or five blocks of all the freight houses. Because of the short haul, the shipment is delivered at the freight house in a short time and at a very low drayage cost. The superiority of Indianapolis in this respect over many other market cities that necessarily must spend many thousands of dollars more each year to care for the same volume of business, is of inestimable value.

The tonnage handled by the steam lines of Indianapolis is about 15,000,000 tons annually. The steam roads handle a million and a half freight cars at Indianapolis during a year and a half million passenger cars.

In 1913 the thirteen electric interurban lines carried 7,012,763 passengers to and from the city, an average of 19,213 a day; 713 passenger cars being handled each day in the largest and most pretentious interurban station in the world. Freight cars to the number of 23,501 during the year also were handled by these lines.

The geographical center of the vast territory extending from the Atlantic to the Rocky mountains and from the Lakes to the Gulf, Indianapolis has remained for several decades the largest city of the country in close proximity to the center of population. The United States government has officially determined that the center of population is at Bloomington, on the Illinois Central

Columbia Club.



Marion Club



Indianapolis Indiana

and Monon railways, about fifty miles from Indianapolis. Because of its advantage as the center of population it is evident that from the standpoint of convenience and dispatch in transmitting mail, from the standpoint of rapid and economical handling of commerce, and from the standpoint of desirability as a convention city, Indianapolis is first among all the cities of the land. Nearly half the population of the country can reach Indianapolis over night.

The service of many modern passenger trains on the steam lines and on the electric lines has put Indianapolis to the front as a great retail city. More than three-fourths of the population of Indiana gets into Indianapolis some time during the year for retail shopping.

Indianapolis has the highest priced real estate of any city of similar size in the world, this being the real estate in its central down-town retail district.

No city has within its gates all forms of raw material used in manufacturing. Indianapolis has its full share. Its central location and excellent shipping facilities solve the problem of raw material. As Indianapolis is nearer than any other city to every possible customer in the country, it also is nearest to all existing raw materials.

There is an ample labor supply of diversified character. Industrial peace is less disturbed than in any other large factory center in the country. More members of the working class own their own homes in Indianapolis than in any other American city of its class.

The city is almost without slums. There is a clean, wholesome atmosphere; there is room for life, as well as industry, to grow. The schools, churches, social and business fabric of the city take high rank. The city streets are broad, clean, well paved and shady. Indianapolis has mapped out for itself one of the most ambitious programs of park and boulevard development in the country. Great strides have already been taken towards the completion of this magnificent system. Nearly three thousand acres of park grounds, most of

this in public parks, are available for the use of the people. There are many handsome bridges across White river, Fall Creek and Pleasant Run. The boulevard development plan includes beautiful roadways along all the streams in the city. A boulevard twelve miles in length is to connect Fort Benjamin Harrison with the park and boulevard system.

The city covers thirty-eight square miles, has two hundred and fifty miles of permanently improved streets and three hundred and fifty miles of sewers. There are one hundred and seventy-five miles of city electric car lines operating over double tracks, with the four cent fare and universal transfer. Building permits for several years have averaged over \$9,000,000 a year. Real estate transfers run over \$25,000,000 a year.

In the city are fifty thousand telephones with long distance connection with city, town and farm. There are seventy-eight graded and three high school buildings, valued at more than \$5,000,000.

In the John Herron Art Institute the city has one of the noted art museums of the United States. In Fort Benjamin Harrison it has one of the largest United States army posts in the country. It has one of the largest city market houses of the central west, supplying the city with the best products of the country. The United States Court House and Post Office, erected at a cost of nearly \$3,000,000, is one of the most beautiful that Uncle Sam has constructed. The City Hall is new, modern and beautiful. The State House, the erection of which consumed nearly ten years, is an impressive structure. A new city library is now being built at a cost of \$500,000; there being numerous branch libraries throughout the city. The reference library in the Indiana State House is one of the largest and best organized to be found in any American commonwealth.

Indianapolis is the seat of the Indiana School for the Blind, the Indiana School for the Deaf, Central Hospital for the Insane and the Indiana Woman's prison. The Indiana Girls' School

is situated at Clermont, only a few miles from the city limits.

The Indiana State Fair, one of the best known state expositions of the country, is held in Indianapolis each year, drawing a total attendance of more than two hundred thousand. At the fair grounds is one of the best race tracks in the country. The Coliseum, in which the famous Indiana horse show is held, was erected at a cost of more than \$100,000, and is one of the finest structures of its kind in the country.

In the circle, which is in the heart of the downtown district, is the Indiana Soldiers' and Sailors' Monument. This is the finest monument ever erected in the world in honor of the men who have participated in war. At the approaches to the monument are statues of four great Indiana men of war times, George Rogers Clark, of fame in Indian warfare; William Henry Harrison, conqueror of the Indian confederacy, and later President of the United States; James Whitcomb, governor of Indiana during the Mexican war, and Oliver P. Morton, Indiana's famous war governor during the days of the rebellion.

Among the other statues in the city are those of ex-President Benjamin Harrison and former Vice-President Schuyler Colfax in University Square; those of Governor Morton and former Vice-President Thomas A. Hendricks in the State House grounds and the statue of General Lawton in the county court house grounds.

The Indianapolis Motor Speedway is the world's greatest race course. Here are held the annual five hundred mile international races each Memorial Day. The largest paid admission to any sporting event in the history of the world has been at this speedway.

There are several colleges in the city, in addition to schools of music, art, law, dentistry, etc. The Medical Department of Indiana University is situated in Indianapolis, as is also the new Robert W. Long Hospital, conducted under the auspices of the University School of Medicine. The other hospital facilities of the city are new and thor-

oughly up-to-date. Conspicuous among these are the St. Vincent Hospital and the Methodist Hospital. Indianapolis also has recently greatly enlarged the City Hospital.

The city is unique in its handsome lodge buildings. Here are found the thirteen-story building of the Odd Fellows Grand Lodge of Indiana; the eleven-story Indiana Pythian Building; the magnificent Murat Temple of the Shriners; the great York Rite Temple of Masonry famous throughout America; the headquarters Castle of the Knights and Ladies of Honor; the very attractive club house of the Knights of Columbus and the brand new, pretentious building of the Eagles, and many other lodge structures of which the city is proud. Although the Scottish Rite Order possesses a large and valuable Temple, work is soon to be begun on a great Temple, the most elaborate yet erected in any Valley of the Scottish Rite in the world. The Red Men have acquired ground and are soon to begin building a handsome state building. The Elks have completed plans for one of the most elaborate club houses possessed by that order in the country.

The Indianapolis Chamber of Commerce has an individual membership of more than seventeen hundred and in addition thereto has more than three hundred firm or division memberships. It is the result of the consolidation in 1913 of the Indianapolis Commercial Club, the Indianapolis Freight Bureau, the Indianapolis Trade Association, the Manufacturers' Association and the Adscript Club.

The Advertisers' Club of the Chamber recently won international fame by winning the Truth Trophy awarded by the Associated Advertising Clubs of the world, for the most effective work done by any organization in the past year in suppressing fraudulent advertising.

In Indianapolis there is also a Board of Trade. The best known political-social clubs are the Columbia Club and the Marion Club, both Republican, and the Indiana Democratic Club, these three having handsome club houses. Other

Manual Training High School



Grammar School



Shortridge High School



Indianapolis
Ind.

clubs with their own buildings are the University Club, German House, the Indianapolis Maennerchor, the Independent Turnverein, Canoe Club and the Country Club. The city has a very active Rotary Club, a Jovian League, a wide awake Hoosier Motor Club and numerous other organizations.

Indiana today is recognized as the literary center of America. Indianapolis is recognized as the center of that Indiana literature. It is the home of James Whitcomb Riley, the great poet whose birthday October 7 was celebrated elaborately by the citizens of the state. It is the home of Meredith Nicholson, Booth Tarkington and other geniuses of literature.

Indiana has contributed far more than her share of public men famed throughout the nation. It was the home of Benjamin Harrison, President of the United States; the home of Thomas A. Hendricks, Vice-President of the United States. It is the home of Charles W. Fairbanks, formerly Vice-President, and of Thomas R. Marshall, now Vice-President. It has produced many other men powerful in the national councils.

The city is one of the big live stock markets of the world. Last year \$60,000,000 worth of live stock was handled in the extensive yards in the southwestern limits of the city. More than two million hogs a year are brought into these yards. The city is also well known as a horse, cattle and sheep market. The largest independent pork-packing plant in the county is situated in Indianapolis. It is also the largest hominy producing center of the country; the largest center for quartered oak veneer in the world; a famous furniture city; the home of the largest buggy works; the second city in the production of the automobile; a well known production center for men's clothing, including work clothes; the home of the largest mill machinery plant and the largest davenport factory. Indianapolis also has many other large industrial institutions. It is more conspicuous, however, for the great diversity of its production.

As an illustration of the kind of industries Indianapolis has, may be mentioned the Talge Mahogany Company, whose traffic is familiar to Illinois Central men. This company imports for its use entire shiploads of mahogany from Africa. This is unloaded at New Orleans and brought to Indianapolis over the Illinois Central, a shipload containing from one hundred and twenty-five to one hundred and seventy-five carloads.

A great factor in the development of industrial Indianapolis has been the Union Railway, a belt line circling around three sides of the city and affording connections with all the steam carriers entering the city. This belt affords the means of rapid interchange of traffic. Along it are located hundreds of manufacturing plants. In part, the belt has a four-track system with a double track along the remainder. Indianapolis was a pioneer in the country in constructing the belt system. The big advantage then possessed remains with it yet, for Indianapolis has never lacked in the impetus given its industrial life by the possession of this great facility. The Union Railway also operates the passenger terminal facilities, all passenger trains arriving in and departing from the Union Railway station. It may be pointed out that Indianapolis is a pioneer in the country in centralizing its passenger traffic at one point.

In addition to having still available many excellent sites for factories along the Belt Railway and connecting carriers, Indianapolis has three industrial suburbs, all of which are well known. At Mars Hill, operated by the Greater Indianapolis Industrial Association composed of public spirited business men, free factory sites are offered. As an indication of the progressiveness and the completeness with which it endeavors to take care of its industries, it might be cited that the big Mars Hill tract was laid out, switching system installed, water service and power service furnished to the suburb and street car extensions run to this tract before industries were invited to take advan-



City Bridges spanning White River, Indianapolis, Ind.



tage of the offer Indianapolis was making.

At Beech Grove, another industrial suburb, where may be found the shops of the New York Central and other industries, there also are ample facilities for taking care of factories.

Near the Speedway is the well known "Horseless City," which offers attractions to industries. This city is known as the Horseless City because during its preparation and construction the hoof of the horse never trod the tract of ground involved. In this section are already located several well-known manufacturing plants.

Recently the railroads and the city have completed plans for elevating the tracks in Indianapolis. Within the next two or three years, every railroad crossing in the city of Indianapolis will have been eliminated. A part of this work has been completed, and work is now in progress on a \$3,000,000 piece of track elevation, putting the total cost of work completed and under construction in excess of \$5,000,000. As an example it may be pointed out that the Illinois Central today has but one grade crossing in Indianapolis.

In 1913 Indianapolis was visited by the flood which did so much damage throughout Ohio and Mississippi basins. To prevent a recurrence of damage to

the comparatively small portion of the city which was exposed to danger, Indianapolis immediately became active with flood prevention plans. The actual protective construction work at a cost of more than one million dollars is now in progress.

The steam carriers which afford Indianapolis great shipping facilities are: The Illinois Central, the I. & V. Division of the Vandalia, C., H. & D., Springfield Division; P. & E. West, the Chicago Division of the Big Four, the Cleveland Division of the Big Four, the P. E. Division to Springfield, the Cincinnati Division of the Big Four, the L. E. & W., Michigan City Division; the L. E. & W. to Sandusky, Ohio; Columbus Division of the Pennsylvania; Louisville Division of the Pennsylvania; C., H. & D., Cincinnati and Hamilton Division; Monon; St. Louis Division of the Big Four; Pennsylvania service to Chicago.

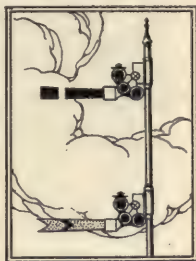
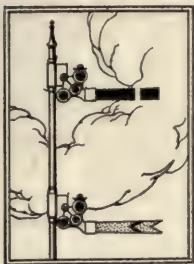
The advantages the city possesses are of the most stable and enduring kind. They cannot be taken away from it. Its central location in a wonderful agricultural district and a commercially important territory with nine million people within twenty-four hours' freight delivery, and with fifty million people within a day's ride, is both unique and unchangeable.



NEW I. C. DEPOT, LA SALLE, ILL.

SAFETY FIRST

COURTESY
AND
EFFICIENT
SERVICE
ALWAYS



Safety First Progress

No doubt some of our readers will be interested in knowing of the progress the Safety First Crusade is making on the Illinois Central System. For the fiscal year ending June 30, 1915, there was a decrease of 25 employes killed, and 1157 injured, a decrease of 50 trespassers and others killed, while there was an increase of 5 injured.

The Interstate Commerce Commission's quarterly Bulletins for nine months ending March 31, 1915, show a decrease of 1792 train accidents, a decrease of 200 killed and 3326 injured over the corresponding nine months. In comparing this decrease with that made by the Illinois Central Systems it shows we have made good progress and reflects great credit on employes in every department, and the Management wishes to express its appreciation of their good work, with the hope that it may continue, as it means prosperity, health and happiness.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

Important Meeting of Health Officers—Its Lessons

MORE than 2,000 health experts from all parts of the country were gathered in Rochester, N. Y., for the sessions of the conference which gathered in that city last week. We read of the massacre of lives and property in the great war in Europe, and what great things this and that general accomplished. The doctors of today are higher in their aims than the generals on the battlefields. If the same number of army generals were gathered together in one place curious crowds would swarm after them, merely to gaze on so many eminent killers. If the same number of financiers of equal eminence were to gather in Rochester, there would be no counting the crowds that would hang upon their footsteps wherever they went. The doctors are neither killers nor financiers. They save life and plan how to prolong life and how to prevent sickness. They do this often without hope of pecuniary reward. The doctrine of service never was better exemplified than by the medical profession of today. But why are they not as enthusiastically received as would be as many military captains of high renown? Simply because the idea of service to humanity is not yet quite comprehended; simply because the older trade of taking life still holds more glamour than the newer of saving life. The doctors are not inferior in heroism personally, or as a class, to the soldier of the world. They take more chances in their every-day practice than a general officer of an army ever encounters.

The Rochester meeting was probably the most important gathering that this country has seen in many years. Among those present were: Surgeon General Wm. C. Gorgas—the man who made possible the building of the Panama Canal, by making the Canal Zone sanitary; Dr. Wm. T. Sedgwick, of Boston, Professor of Biology and Public Health in the Massachusetts Institute of Technology and president of the American Public Health Association; Dr. Herman M. Biggs, Health Commissioner of New York State; Professor Winslow, who is soon to become

Professor of Public Health of Yale University; the Honorable Wm. C. Redfield, Secretary of the Department of Commerce, besides the health officers and directors of laboratories of nearly every state and important city in the country.

Probably the most important feature of this congress was the address of welcome by the Honorable Chas. S. Whitman, Governor of the State of New York. It was most encouraging to all public health workers to hear a man of Governor Whitman's prominence in public life discuss so intelligently a field of work that touches in so many places the welfare of the people generally. He said, in the course of his address: "The higher ethical standards and the broad humanitarianism which have developed among large masses of the people in these recent years, imperatively demand that the health and social service activities of the government shall be absolutely divorced from politics."

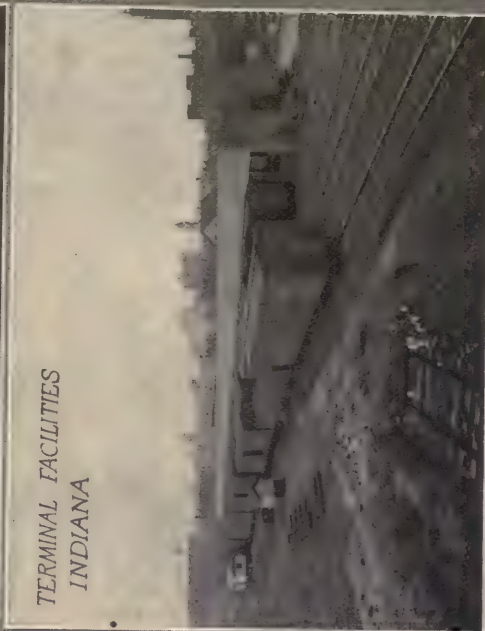
But a few of the important subjects can be given here:

First, the disposal of the wastes of the human body which have been proven so harmful were considered in detail. One afternoon was given over to a symposium on milk. The transportation of milk was discussed, and it was pointed out that the milk carried by the common carrier was exposed to the sun in open wagons with the animal heat in the milk. Also that it was often delivered to the retailer in open wagons and driven seven to ten miles, and that the care of the milk in the home was just as important a feature of milk as the dairy or the transportation. It was also shown that the temperature of milk in a refrigerator car was only two degrees lower than when carried in a car not iced. This gave rise to a vigorous discussion, and Health Commissioner Robertson, of Chicago, said that during Baby Week the Chicago Health Department issued 600,000 cards attached to the milk bottle instructing all mothers how to care for the milk in the home.

The prevention of the infectious diseases took up the larger part of one day, and was



TERMINAL FACILITIES
INDIANA



ILLINOIS CENTRAL
INDIANAPOLIS



one of the most interesting sessions of the congress. It was shown that the rays of the sun and fresh air were able to destroy the seeds of infection from measles and other diseases without fumigation, but that if this sunshine and fresh air could not be gotten into the rooms, then scrubbing with soap and hot water and fumigation was necessary. It was also shown that the upward curve of the infectious diseases was when the fresh air was denied and exercise in the sunshine was not practiced—as in cold weather.

As there is an idea abroad that vaccination against small-pox often causes tetanus, the efficient head of the Hygienic Laboratory at Washington, D. C., performed some interesting experiments. He took six rabbits and had them vaccinated and at the same time injected tetanic serum. The vaccination was perfect, but there were no symptoms of spasms to indicate that the tetanic serum had any effect. Then he selected six guinea pigs, as it was known that these pigs were peculiarly susceptible to tetanus, he vaccinated them and also injected tetanic serum; the vaccination was successful but the tetanic serum had no effect whatever, hence the conclusion is reached that vaccination is in no way accountable for tetanus—that it may develop days or weeks after.

The hazardous occupations and the avoidance of hazardous afflictions were also matters that received attention.

Dr. Knopf, of New York, in a valuable paper on tuberculosis, claimed that if the mother was tubercular the child would be tubercular in 99 per cent of births, and that measures should be used to prevent the propagation of tubercular children. In case tuberculosis is present anti-tubercular serum should be used and supplied by the state early in child life.

There was a very interesting "symposium

on the death-rate of the age groups," in short, the question was asked, how to prolong life. It was shown that what were formerly considered diseases of old age are now reaching down into middle life. These diseases of middle life are due to bad hygienic habits, particularly to excesses of all kinds, especially over-eating and drinking. Over-eating is as harmful as under-eating. A sufficient, but moderate diet, is essential to good health. *Too little air—too little exercise, too much food, too much tobacco, too much alcoholic liquors* all tend to shorten life. Wild speculation, plunging into get-rich-quick-schemes wrecks the nerves and oftentimes blast the mind—all these are active causes which lead to an untimely death.

Now what lessons can be gleaned from such a meeting?

First—That there is an army of physicians working early and late in the laboratory and outside, to improve conditions, to prevent sickness, and to aid in the propagation of healthy children.

Second—That the waste products from the human body are poisonous, that they should be so treated as to be either covered or burned; that in cases of sickness from infectious diseases, the excretions from the mouth and nose are dangerous and these should be destroyed, and finally that sunshine and fresh air destroy all these, hence the great value of both of the wonderful remedial agents to humanity.

Third—That those in the higher age group should eat less, cut down on heavy eating, meat once a day, very light diet as age advances and getting lighter as years roll on, "The wise for cure on exercise depend, and exercise."

As Dryden wrote 100 years ago:

"The wise for cure on exercise depend,
God never made his work for men to mend."

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Chicago, Ill., August 24, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
I. C. and Y. & M. V. Hospital, Department,
Chicago, Ill.

Dear Doctor:

Kindly accept my thanks to you and your noble and generous staff of Doctors and Nurses, especially your Chief Surgeon and Surgeons at Mercy Hospital. I do sincerely say that I got the most courteous and best treatment I have ever received anywhere.

On May 2nd I had my two toes mashed, and thinking it not very serious I walked on the foot a couple of days, at which time the attending physician requested that I give it rest, but I worked and went around with that foot until the Hospital Department Surgeons came to my house one morning at

8 o'clock and pulled me out of bed to make a thorough examination. The result was that I had to go to the Hospital, which the Hospital Department Surgeons wanted me to do at the start, but I did not like to go because I never was in a hospital before. Nevertheless, they transported me in one of the Doctors' machines before breakfast, as they told me that I would get breakfast at the Hospital, which I did, and then I was put under the X-Ray Machine, the result of which showed several fractures of the bones. I stayed in Mercy Hospital two weeks and at home four weeks, or six weeks in all, and now my toes are as good as before, and I am glad today that I obeyed the instructions of the Hospital Department physicians, or I would perhaps be a couple of toes short.

Thanking you and your staff of Doctors and Nurses again, I remain,

Sincerely yours,

(Signed) JOHN A. DITTBERNER,
Stationary Engineer, Dynamo Room, Burnside, Ill.

Cherokee, Iowa, August 23, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:

I resumed work August 15th, and am so well pleased with the treatment I received the five weeks I was in Mercy Hospital, Chicago, under the care of the Chief Oculist, and results so satisfactory that I feel it incumbent upon me to say a few words of praise.

I believe you will agree with me when I say that my eye was as sore as any eye can get when I went to you on May 27th. I received treatment from your Chief Oculist twice daily, and the nurses were instructed to treat it every hour during the day and every two hours at night, which they did faithfully for nearly four weeks, for which I am very grateful. In addition to this excellent treatment, my living expenses were taken care of also.

I feel that every contributor to the Hospital Department should know the good effects of a member of that Department.

Through you I wish to thank the Surgeons, Sisters and nurses for their kindness and courtesy to me while in Mercy Hospital, Chicago.

Yours truly,

(Signed) LOUIS J. MOONEY, Train Dispatcher.

Water Valley, Miss., August 1, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:

Am back home after having spent twenty-five days in Mercy Hospital at Chicago, where I underwent three operations. I haven't anything but praise for treatment I received. The attending physicians and nurses were especially kind and attentive.

I consider the 50c per month paid to the Hospital Department the best investment that I have ever made, as it would not be possible for me to live long enough to pay anything like the amount of money into the fund for the benefits which I have already received.

With best wishes for the welfare of the Hospital Department, I am,

Yours truly,

(Signed) R. E. EDERINGTON, Engineer.

Palestine, Ill., August 28, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:

I desire to herewith report to you the following, feeling that I owe it to the Hospital Department for the genuine, and to me, exceptional interest in my case.

I was injured in the left eye February 9th, 1915, carrying in wood for locomotives. This accident was caused by the way of a blow from a rebounding stick, sustaining an injury that was a serious one, the whole structure of the eye ball being bruised. It was at once cared for by the Company's Local Surgeon, who confined me to a darkened room and visited me almost daily for some weeks. Recovery was necessarily slow, but a good general result obtained as to the eye ball especially. The most serious result of the injury was rather late in appearance. Slowly a cataract developed and the Local Surgeon then referred my case to Chicago, where I came under the care of the Chief Oculist. Under his excellent care, patience and skill my eyes have been completely restored.

The real genuine interest taken in my case by the Hospital Department appealed to me. The repeated operations, with only partial results, a careful watching between times that nothing should happen to mar a final perfect result merits the highest commendation.

I sincerely want to thank you and all the Hospital Department Surgeons who had charge of my case, and feel that the Illinois Central employes have in their well managed Hospital Department the greatest protection that could possibly be provided them.

Yours truly,
(Signed) VICTOR H. FLACK, Boilermaker,
Palestine, Ill.

Memphis, August 26, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:

While on duty as an Engineer in Memphis Terminal I recently had both of my feet badly scalded, and was taken to the Hospital Department in the Grand Central Station, Memphis, where I received the best possible attention by one of the Hospital Department Surgeons.

I feel that I received the very best of medical services while placing my case in charge of the Hospital Department, and wish to thank you and the entire staff at that point for the patient manner and excellent attention that I received while under their care.

Yours very truly,
(Signed) J. B. CRAIG, Engineer.

Carbondale, Ill., Sept. 24, 1915.

Dr. G. G. Dowdall,
Chief Surgeon, Chicago.

Dear Sir:—

Having just been released by Hospital Department Physician, Dr. M. Etherton, after having passed through a very severe case of typhoid fever, I feel it my duty and pleasure to write you expressing my due appreciation

of the treatment accorded me during my six months' illness by the Hospital Department.

At the time I was attacked with this disease I was employed on the section at Carbondale under Foreman Farrill, and if it had not been for the untiring efforts of Dr. Etherton, I would not be able to write this letter today.

I feel that the Hospital Department is a grand thing for employes and that I would not be doing my duty if I did not advise you of my appreciation and pleasure of being a member of the Hospital Department of the Illinois Central.

Again thanking you for the excellent service received and with best wishes, I am

Yours truly,

E. G. GUNN,
Section Laborer.



SWITCHING POWER, ILLINOIS CENTRAL R. R., INDIANAPOLIS, IND.



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments, in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,

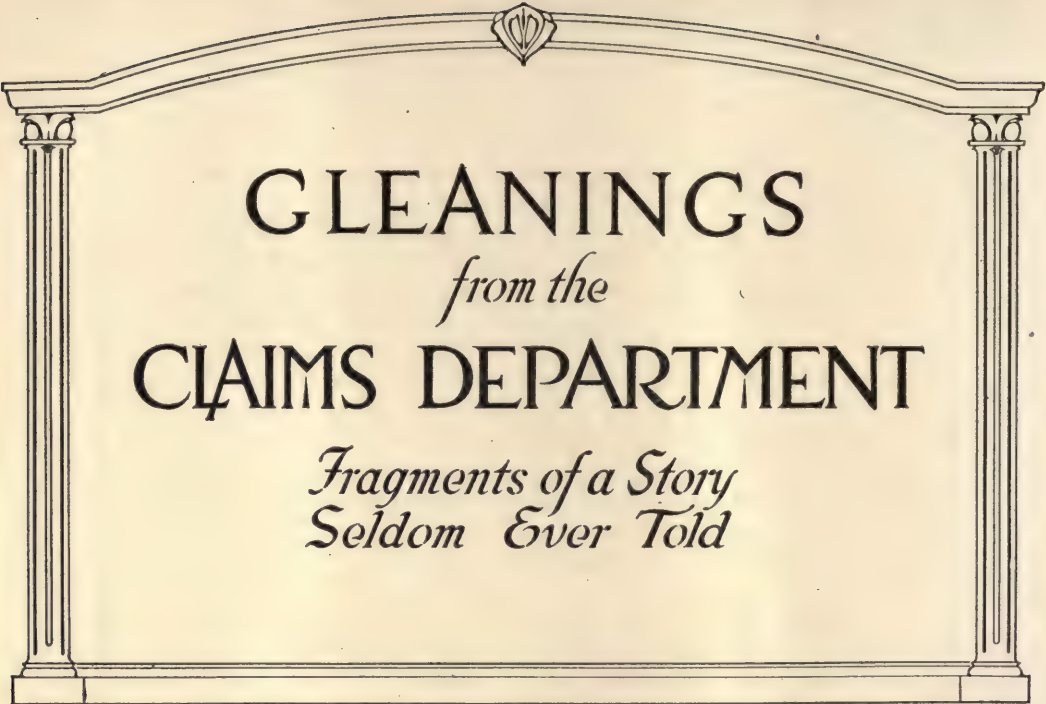
Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Burning of a Colored Baptist Church in Mississippi

The St. Paul Baptist Church (colored) located two hundred feet west of the southbound main line of the Illinois Central at Brookhaven, Miss., was destroyed by fire about 3 o'clock p. m., March 3, 1915. The church was built in 1906 at a cost of \$1,150.00 and was insured for \$1,000.00. A short time after the fire, suit was filed against the Illinois Central Railroad Company for \$2,500.00 damages, charging that the fire was caused by sparks which were negligently emitted from the stack of a locomotive.

No one knew how the fire originated, but it was thought that the railroad company ought to pay the damages.

The case was tried at the September term of the Circuit Court at Brookhaven, and the trial afforded much amusement to those who happened to be in the court room at the time on account of the testimony of the St. Paul Baptist Church's star witness,

Trustee and Deacon W. C. Walker. He was selected to represent the church people on account of his prominence and plausibility. He was dressed in his best clothes and wore a flaming red tie and, when his derby hat was removed, there were evidences of his efforts to part his kinky hair. When he commenced to testify it was very plain that he was much impressed with his own importance, as well as that of the occasion, and that it was the chance of his life to make a lasting impression, and he succeeded.

One of the questions in the case was the distance between the church and the railroad track. When the attorney for the church had finished the direct examination of the trustee and deacon, he was tendered to the railroad's lawyer, Mr. T. Brady, for cross-examination, from which we quote as follows:

Q. How far was the church from the track?

A. I don't just remember, but—

A.- I DON'T JUST REMEMBER
BUT - - - -
A.- DIFFERENCE THERE IS IN
THEM.
A.- YES SIR; I KNOW, - -
?

Q. HOW FAR WAS
THE CHURCH FROM
THE TRACK?
Q. LENGTH OF WHAT?
Q. DO YOU REALLY KNOW
WHAT YOU ARE
TALKING ABOUT?



Q. Well, about how far? Was it as far as the saw mill?

A. The saw mill is further than the church. It's ten or fifteen "foot" difference in each side.

Q. What is it that is ten or fifteen "foot"?

A. Difference in the length of the church from each side of the railroad.

Q. What do you mean by that?

A. I mean that it's further on one side over on the east side of the railroad—difference in the east side and the west side—there is ten or fifteen "foot" difference in the length of them.

Q. Length of what?

A. Difference there is in them.

Q. Length of the difference?

A. Yes, sir.

Q. What is the difference?

A. I couldn't tell you exactly unless I had a statement of it.

Q. Do you really know what you are talking about?

A. Yes, sir; I know.

Q. Well, explain it.

A. I'll explain what I'm talking about. I mean to tell you that on the railroad side where the saw mill is, it's further from the railroad than the railroad is from the church on the other side.

Q. You mean to say that the saw mill is further from the railroad than the church is from the railroad?

A. I mean to tell you that the saw mill is further back from the church than the saw mill on this side of the church is from the railroad. I'll show you what I'm talking about. Here's the saw mill over here—(using blotter for an illustration). I mean to say that the saw mill over here is further back from the railroad here than the church is over here from the railroad on the other side. You caught my idea?

(Prolonged laughter.)

Q. I didn't know whether you had any or not.

A. That's what I'm trying to show you.

Q. You have succeeded.

It is reported that Deacon Walker did more stunts in the witness chair

than a monkey ever did on a limb. The crowd in the court room roared with laughter. The jury returned a verdict in favor of the railroad.

Assistant General Solicitor H. D. Minor, of the Y. & M. V., heard about the testimony of Deacon Walker at Brookhaven, and stated that he did not think the deacon had anything on a Memphis darkey named Luther Kennedy, who testified in the suit of Lottie Croft against the Y. & M. V. at Yazoo City some time ago. A part of the testimony of Luther, on cross-examination, is quoted as follows:

Q. How long have you been at work for the I. C.?

A. I tell you the truth—the I. C. ain't got a thing in the world against me.

Q. Who ever said they ain't got anything against you—you are not working for them now?

A. No, sir. I will tell you why I ain't. There was a man made me lose my home about killing another woman and taking mine, and I don't want my home no more. He was prosecuted and I put my home up and lost it, and he lost it and quit her and then he put her in the penitentiary, and I don't want her, and that's the reason I ain't in Jackson.

WHO COMES HERE?

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.

I steal, in the United States alone, over \$300,000,000.00 each year.

I spare no one, and I find my victims among the rich and poor alike; the young and old; the strong and weak; widows and orphans know me.

I loom up to such proportions that I cast my shadow over every field of labor from the turning of the grindstone to the moving of every railroad train.

Booth Tarkington

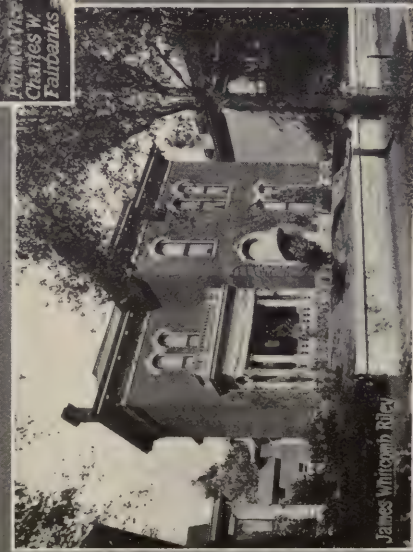


Homes of Celebrities

Vice President Marshall



Indianapolis Ind.



James Whitcomb Riley



Kenneth V. Bess
Charles W. Fairbanks



Meredith Nicholson

I massacre thousands upon thousands of wage earners in a year.

I lurk in unseen places, and do most of my work silently. You are warned against me, but you heed not.

I am relentless. I am everywhere; in the home, on the streets, in the factory, at railroad crossings, and on the sea.

I bring sickness, degradation and death, and yet few seek to avoid me.

I destroy, crush, maim, take all and give nothing.

I am your worst enemy.

I AM CARELESSNESS.

The total number of persons reported killed in all classes of accidents on steam railways for the months of January, February and March, 1915, as shown by the records of the Interstate Commerce Commission, was 1,650, and the number of persons injured was 35,428. This statement includes 1,517 persons killed and 11,874 persons injured as the result of accidents sustained by employes while at work, by passengers getting on or off cars, by persons at highway crossings, by persons doing business at stations, etc., as well as by trespassers and others; and also sixty-eight persons killed and 21,582 persons injured in casualties reported as "industrial accidents," which includes accidents not connected with train operation, but occurring to employes of the railroad, other than trainmen, on the railroad property.

Railroad men are stirred up to a high pitch over the number of casualties, and they are doing their utmost to reduce them. If the public will co-operate with the railroads in this laudable work, CARELESSNESS will be given such a trouncing that it will soon be ashamed to show its head, because all men will hate and despise it and those responsible for it.

"MY COUNTRY 'TIS OF THEE"

Not far from the city of Champaign there happens to be a small laboring camp composed of one American and numerous subjects of King Emanuel and Emperor Frans Josef of Austria.

One would naturally suppose that men of those unhappy kingdoms, residing in a land of tranquillity, would be content to abide by the situation and sing psalm tunes rather than provoke the Old Harry so remote from the conflict.

It so happened one night after tamping rails all days that the spirit of the fatherland prevailed in the hearts of these various subjects, and after a babel of languages and diarrhea of ideas, they proceeded to armed conflict with each other, having not so much as referred the matter to arbitration or considered the indelicacy of omitting a formal declaration of war.

For about 15 minutes the battle waged warm, and Austria invaded Italy about two car lengths and chewed up one of Italy's ears. Austria was armed with spike mauls and navy plug, whereas the Italians, for the time being, had only pick handles and spear-head plug. Soon Italy made a flank movement and came around in the rear of Austria with barrel staves and short cord wood. Austria withdrew her forces about nine feet, took a hitch in her suspenders, bucked the line and chewed up one of Italy's thumbs. Italy saw she was going to be eaten alive if the melee lasted long enough, so she withdrew for a short truce and took stock. Soon signals of war were flying about when two of Italy's subjects broke through the Austrian line and tore out two handfuls of hair that was once Austrian. Austria retaliated with a track wrench and deprived Italy of one bicuspid and two molars. All parties were pretty much hors de combat by this time and each side retreated to their respective lines.

In two or three days the whole matter was brought to the court of the Claim Agent for that Division for final adjustment. He felt the peculiar dignity of his office, but had misgivings as to his destiny. He had not even dared to presume that in some distant day he should be called upon as the arbiter of mighty questions. He had hoped to escape this unusual burden

Indianapolis
Indiana



Street
Scenes



and unsought honor, as he thought to escape pretty much everything else, but he felt, diplomatically, that Austrians should feed on other diet besides Italians, and, likewise, that Austria should not become denuded of hair simply to amuse subjects of the King of Italy. You will see this was a most delicate situation.

The Claim Agent appreciated more than ever why the Secretary of State resigned; and felt impulses of resignation deeply within him. He looked upon heads without capillary substance, and faces twisted for the lack of macaroni crackers. He saw hands with mutilated digits and ears that were swollen to the size of lamp globes. The spectacle was impressive and the heavy responsibility of the trust was bewildering.

The Claim Agent heard the plea of Austria and listened to the wail of Italy, and at once was aware that unless he were mighty circumspect, he should become involved, for both Austria and Italy proposed that the railroad should pay an indemnity to them. That made the Claim Agent sit up straight and take some official notice of things. Austria demanded pay for two handfuls of hair, and full time off. Italy demanded reimbursement until macaroni could be well masticated without the interference of any outside nation. The Claim Agent felt less of a referee than ever, and desired to inquire if his position had been changed to that of sack-holder. He was abruptly advised that in the last analysis he might be subsequently known in common parlance as the "fall guy." He humbly begged pardon for his stupid misunderstanding of the situation and bowed low both to Austria and then to Italy. His position for the moment was awkward. Presently he took a reef in his "galuses" and casually inquired how and by what process he gained title to the missing hair and lost molars so that he might be expected to supply them in this most extraordinary occasion. Suddenly he was made to understand that this demand had in it

something like an ultimatum and he was given a time limit in which to exhibit some "real and ready." That made him go into the ultimatum business as a matter of self-defense and without waiting for the aid or consent of any other nation, and not having a submarine in sight, he subsidized a large stove poker he just had completed for home consumption, and with this he made hostile demonstrations before Austria and Italy, which they seemed to understand and to recognize at once the emphasizing power of weapons of like character. The Claim Agent still holds the fort and not a hostile man-of-war in sight. Likewise no indemnity in sight.

A NEW KIND OF CLAIM

The night passenger train No. 5, passing Holly Springs, Miss., at 8:40 p. m., on June 10th, 1915, and due in New Orleans at 9 o'clock the next morning, was delayed 27 minutes from its schedule. Every prospective passenger expecting to board this train at points south of Holly Springs was given about thirty minutes more to wait for the train. Passengers who expected to make connections at junction points missed their connections and were obliged to wait over night. The United States mail was delayed, and all passengers using this train arrived at their destinations a half hour behind time.

A horse, left by its owner insecurely hitched near the depot at Holly Springs, had taken the right of way over all trains. Before the heavy train, just leaving the town, had scarce gained any speed, the wandering animal blocked its course. Refusing to do the horse an injury which he could prevent, and unwilling to risk his own life or those of his passengers or a possible wrecking of the train by running over the animal, the engineer reduced his speed to that of the trespassing horse. As the horse slackened his gait, the engineer followed suit, but nothing seemed to deter the animal in its chosen course, always in front of the

approaching train. For a mile the fast train dragged along, then two miles, while passengers fretted at the delay. But the engineer, still bent on saving the animal to its owner, worried along behind. Three miles past and it became a mere matter of endurance. Never did the horse leave the rails, and it was not possible to end the chase until the animal slowed down to a jog and then to a walk, when the fireman ran him down and taking him out of the way tied him securely to the fence.

The railroad expected to make no charge against the owner for their trouble, expense and delay in saving the horse, but had to admit some surprise in being presented with a bill from the owner for \$100.00, or an equivalent of \$25.00 per mile for each mile the animal ran before allowing the train to proceed.

KILLED BY THE TRAIN

Joel Exum, a colored boy known as "Mobile," was hit by an engine and one car doing switching in the I. C. yards here on last Sunday and was instantly killed. There are several rumors as to just how the accident occurred, but it is the general belief that it was his intention to "hop" the north bound train, which was passing at the time, and take a ride up to the orchard about three-quarters of a mile from Ullin, and in order to do so ran in front of the north bound train so as to get on the opposite side of the track from the depot and was hit by a box car being backed up in the same direction. The car and engine passed over his body and he was dead before assistance reached him. His life was insured for \$226.50 in the Metropolitan Life Insurance Co.

We watch daily with profound regret boys, both white and colored, "hopping" trains as they pass through Ullin and there is little wonder that there are not more accidents.

There are state laws prohibiting such insane practice and these laws should be enforced and prosecutions should follow each case until this evil is righted. Other towns right these

wrongs, so why not Ullin? Surely we are just as civilized here as they are in other civilized communities and we are just as capable of enforcing laws as they are elsewhere.

The state law is sufficient to put every violator in the county jail and any excuse on the part of the city authorities is simply an evasion of their duty as public servants.

The coroner's jury found as follows: "We, the jury sworn to inquire into the death of Joel Exum, find that he came to his death by crossing in front of a north bound freight train and was struck by a south bound train backing north."—Ullin (Illinois) Times of August 6, 1915.

A CASE IN POINT

A good many believe that the railroad company is always liable for live stock killed on the track. Possibly this is because the company nearly always offers to share the loss with owners of stock which come to an untimely end through collision with a locomotive. However, some claimants demand the "full pound of flesh" and refuse to share any of the loss with the company. People who ought to know better are often heard to say that the railroad company never pays anything unless it knows it is liable, but there never was a greater mistake than that. There also seems to be a pretty wide-spread idea that the company loses all the stock suits which it litigates, but that is not true. The following is a case in point:

T. C. Wood, of Martin, Tenn., owned a cow which was killed at Martin on July 15, 1914. He valued this animal at \$65.00 and declined to accept anything less in compromise of his claim. The Claim Agent investigated the case and told Mr. Wood he did not believe there was any liability upon the company, but rather than have a law suit about it, the company would stand 75% of the loss if he would share the other 25%. The offer was declined and the claim was placed in the hands of an attorney, and suit



Pavilion, Riverside Park



*Typical
Residences
Indianapolis
Ind.*



was filed before a justice of the peace. Mr. Wood secured a judgment for the full amount in the court of the justice of the peace and the railroad took an appeal to the circuit court, where the case was tried in August. The jury brought in a straight verdict in favor of the railroad company.

FALLACY OF POPULAR BELIEF

Out on the Iowa division, as on all parts of the system, trainmen are taking unusual interest in trying to prevent accidents, and the following narrative is illustrative of what is going on, on many parts of the road:

On August 30th, Conductor C. A. Knott, in charge of train No. 612 out of Sioux City, was notified by wire at LeMars to be on the look-out for an intoxicated man, supposed to be lying on track somewhere between Remsen and Marcus. He immediately advised his engine crew, composed of Engineer Frank Rogers and Fireman B. L. Coburn. Nearing the place where he expected to find the man, Engineer Rogers brought his train under control and, sure enough, when at a point three miles east of Remsen the drunken man was found lying cross-wise of the track, using one rail for a headrest and the other as a footstool. This shows the fallacy of the popular belief that railroad men are hard-hearted and indifferent toward unfortunate wayfarers. If all the people in other walks of life had the big, responsive hearts in them that the average railroad man possesses, this would be a better world to live in.

AN EDITOR AND A PERSONAL INJURY CLAIM

Rev. E. W. Pfaffenberger, editor of the Western Christian Union, published at Booneville, Mo., during March made a trip over part of the Kansas City Southern Ry. on a local freight train, and was injured while attempting to get aboard the caboose. In his newspaper he makes the following comment on his accident:

"After our accident on March 12, in

which we were severely injured by a train, many well-meaning friends urged us to enter a claim against the railroad for damages. We also had a letter from a Kansas City law firm requesting us to place the case in their hands.

"The facts were these: We had purchased a ticket at Gentry, Ark., for Sulphur Springs, and got on a local freight train. When the train reached Gravette (5 miles from Sulphur Springs), we stepped off and asked the conductor: 'Will you be here ten or fifteen minutes?' He replied: 'Yes, I think so, but we will go as soon as we can.' Seeing a barber sign about one block distant we went there quickly to inquire about a little business matter. The train started in five to six minutes. In attempting to get on we fell under the caboose and were hurt. While the conductor had our ticket and suit case he had made no definite promise as to the length of time. So that if we could have collected damages from the railroad company on some technical point it would have been morally wrong for us to do so. Therefore, when the courteous claim agent called on us we frankly told him that we did not feel that we had a just claim against the railroad.

WON A BEEFSTEAK.

Supervisor F. R. Bishop, of the Vicksburg Division, recently adopted a unique method of getting rid of a troublesome steer, which the owner persisted in turning upon the right-of-way, at a point where there was great danger of its being struck by a train.

Attempts to get the owner to keep the animal from off the waylands meeting with no success Mr. Bishop bought the animal and sold it to a butcher, his profit in the transaction being a steak, which the butcher gave him when he slaughtered the steer for market.

A CASE OF LOYALTY

Some time ago a section foreman on one of the Ohio railroads who, with

the legal department in mind and in a spirit of unusual loyalty, made the following report on one occasion:

"Yesterday morning on my way to work I found a hole in the fence and a hog on the track. I drove the hog back through the hole and repaired the fence. On my way back last night I found the hog on the track and another hole in the fence. I drove the hog back through this hole and repaired the fence once more. This morning at about the same spot I found the hog again and another hole in the fence, but the hog was dead. He was

all cut to pieces. I can't say how this happened; but I am sure the hog died a natural death, and I am willing to swear to it."—Exchange.

RAILROAD ACCIDENTS

The Railway Age Gazette notes that while the loss of life from train wrecks has steadily decreased so that railway travel has become comparatively safe, the number of fatalities to trespassers on railroads has been on the increase. It suggests that more stringent laws be passed against trespassing and stealing rides.



HIGH BRIDGE ON THE INDIANA DIVISION.



That Part of the Indiana Division Which Was Formerly the Indianapolis Southern Railroad

THE Indianapolis Southern Railroad is one of the recent additions to the Illinois Central System and probably, owing to its isolated location with respect to the main lines, has not received the attention it is entitled to. The magnitude of the work and the difficulties experienced in constructing this line are not fully appreciated, unless a journey is made from Effingham to Indianapolis, a distance of 177 miles.

The original Indianapolis Southern was incorporated August 10, 1899, to build a railway from the Indiana capital to Switz City, Indiana. Work was not started on the line, however, until four years after or about 1903 and it was only a short time after construction had commenced that the Illinois Central formally acquired control.

The line as contemplated was a single track railroad running southwest to a connection with the existing Illinois Central line at Switz City. The railroad from Effingham to Switz City was constructed in 1869 and 1889 and was known as the Illinois & Indiana Railroad. When the Illinois Central acquired the Indianapolis Southern Railway, as it was first promoted, a consolidation was effected with the Illinois & Indiana Railroad, as the Indianapolis Southern Railroad. Later this railroad was combined with the Illinois Central.

Immediately after the acquisition of the promoted line, a study was undertaken with the view of constructing

a railroad to conform with the traffic that would result by its combination with the Illinois Central and as a result, a more economical location was secured.

The revised location adopted required the abandonment of portions that had been practically completed and the new location, together with the cost of abandoned completed line was constructed at a less expense than if the old location had been adhered to. The portions of the original line abandoned can be observed in the vicinity of Glen Valley, north of Morgantown, near Unionville and Stanford Tunnel near Bloomington. That part of the road from Bloomfield to Morgantown is through a hilly country involving heavy construction work in many places. That part of the line north of Morgantown and southwest of Bloomfield presented only average construction features.

A large quantity of expensive excavation was encountered which required the moving of 2,000,000 cubic yards of hard pan and rock, while the entire grading amounted to over 4,000,000 cubic yards or an average of almost 50,000 cubic yards per mile.

The line is generally designed so that with a few exceptions the ruling maximum grades are 26 feet to the mile for north bound traffic, and 53 feet for south bound. The curvature in only a few cases exceeds 4° as it was necessary to deviate from this maximum and put in some curves as

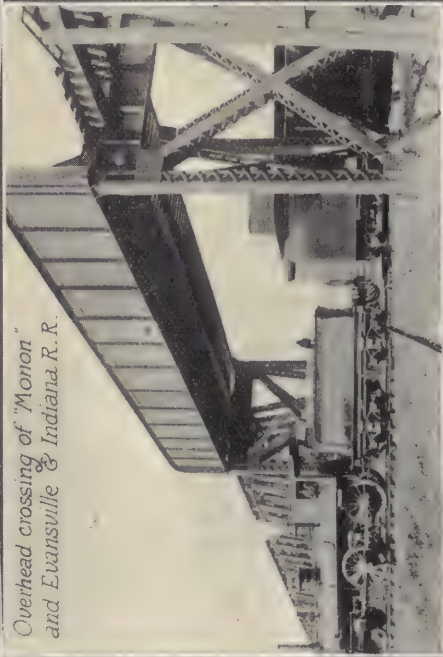
White River Bridge



Indianapolis Elevated structure
above Poague's Run



Overhead crossing of "Monon"
and Evansville & Indiana R. R.



sharp as 7°. The line was constructed as a first class single track railroad throughout, and was laid with 75-lb. rail, the track being ballasted with gravel secured from several gravel pits along the line of railroad.

There are several noteworthy viaducts on this line as can be observed from the illustrations, as well as numerous steel spans of minor importance. Richland Creek viaduct is located seven miles east of Bloomfield and it is an imposing structure that crosses this creek, with a steel superstructure 132 feet in maximum height and 2,215 feet in length and constructed of towers and intermediate deck girders. The 18 towers were designed with 40 feet deck girders carrying 75 feet deck girder spans between and there are also two 50 foot deck girder spans on the end. It required 2,017 tons of steel to carry out this erection. The substructure of this viaduct consists of concrete piers of which part are on solid rock and part on piles driven to rock.

The Shuffle Creek viaduct, while not such a long structure as the one at Richland Creek, is still a structure of considerable magnitude. It is located between Unionville and Trevlac and is a viaduct, 960 feet long with trestle approaches and is 77 feet above the waters of the creek. This viaduct is of the same general type as that at Richland Creek, having eight 40-foot towers with nine 60-foot deck girder spans.

White River required a structure of considerable proportions to carry the track over that stream, there being installed one 100-foot deck girder and two 150-foot deck spans, on masonry piers, which together with the trestle approaches and two smaller spans makes the aggregate length of this bridge 3,200 feet long.

A part of the White River bridge crosses above the tracks of the Chicago, Indianapolis & Louisville R. R., and the Evansville and Indianapolis R. R., by an arrangement that is con-

sidered novel and rarely found in railroad construction. The intersection of the two roads crossing at grade is utilized to advantage by spanning both roads at the point of intersection and in this way a separation of grades with two railroads is secured by one overhead span. The advantage of constructing the overhead crossing at this place is readily recognized by observing the illustration.

Another unusual construction feature was met with in the city limits of Indianapolis in building the connection to the Union Station. It was necessary to build practically above the bed of the creek known as Poague Run, but at the same time, however, track elevation above the grade of the streets was obtained.

A steel structure 2,279 feet long with 1,220 feet of pilé trestle approaches was necessary to carry the tracks over this creek and it allowed of a connection with the Union Station facilities with only the use of short pieces of the Vandalia and C. C. C. & St. L. R. R. companies' tracks, which is an unusually favorable condition, seldom met with when a new railroad endeavors to gain entrance to a Union Station.

The situation of the connection with the Union Station facilities permitted of the advantageous location of freight house facilities on Senate and South streets, within convenient reach of the retail and wholesale districts. These facilities are as well situated as any other freight facilities in Indianapolis for convenience to the shippers.

A glance at the illustration of the depot at Bloomington, Ind., will indicate that it was designed to give the city an edifice of beauty and a station that any town could be proud of. This depot is constructed of Bedford Lime Stone and is an unusually attractive structure.

The Indianapolis Southern, now the Illinois Central, has given the city of Indianapolis a connection with a large trunk line and a direct connection to the Gulf Coast, and when the Panama

Bloomington Ind., Depot



Shuffle Creek Viaduct

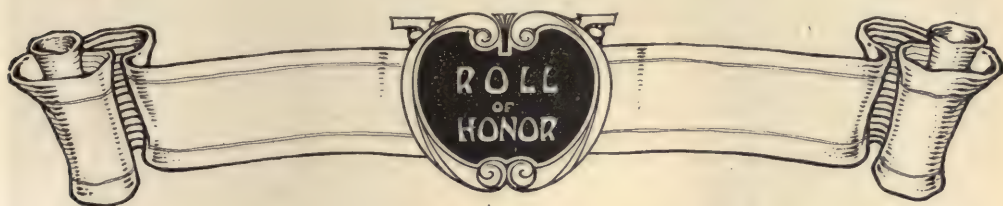


Richmond Creek Viaduct under construction

trade has attained full development, this fact will have a considerable significance to Indianapolis.

By reason of a railroad radiating in the direction that the Indiana Division, formerly the Indianapolis Southern Railroad, does, there is opened up to the Hoosier Capitol a new territory

within the State of Indiana. A great number of acres of farm lands, coal mines and stone quarries are brought in closer touch with Indianapolis, not to speak of the products of the Illinois Central system that are conveniently brought to Indianapolis by means of the old Indianapolis Southern.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|------------------------|-------------------|----------------|----------|--------------------|
| R. D. Beaver | Engineman | Centralia | 26 years | 6-30-15 |
| Lawrence Burch | Engineman | Hodgenville | 39 years | 6-30-15 |
| Thomas Lepper | Mason | Rantoul | 18 years | 4-30-15 |
| William N. Barr | Conductor | Waterloo | 35 years | 5-31-15 |
| Frank O'Neal (colored) | Section Laborer | Oxford | 14 years | 6-30-15 |
| Frank P. Fish | Boilermaker | Clinton | 35 years | 7-31-15 |
| Syvert Schoper | Laborer | Burnside | 19 years | 7-31-15 |
| William H. Platt | Engineman | Chicago Term. | 44 years | 9-30-15 |
| Sven P. Tornstrand | Cabinet Maker | McComb | 40 years | 7-31-15 |
| James J. Hanafy | Labor Foreman | New Orleans | 30 years | 9-30-15 |
| Asahel A. Hunter | Carpenter | Burnside | 18 years | 9-30-15 |
| John A. Norman | Crossing Watchman | Waterloo | 50 years | 9-30-15 |
| Jacob Hieb | Car Inspector | Louisville | 24 years | 10-31-14 |
| Henry Adams (colored) | Pumper | Louisville | 24 years | 10-31-15 |
| John H. Garvey | | Way | 21 years | 10-31-14 |
| (Y. & M. V.) | Engine Inspector | Vicksburg | 31 years | 9-30-15 |

Illinois Central Attorneys Can Win Golf Games as Well as Law Suits

General Attorney Horton and his son met Mr. R. K. Welsh, the Company's law representative at Rockford, and his son, in a contest over the Rockford course Saturday, September 18, as a result of many discussions of the respective merits of the players in this new national pastime. It is needless to say the discussions were by the older men. Those who saw the contest report that the sons played brilliantly, but as to the fathers,

discreetly confine their comments to the declaration that neither broke the course record. It was a close fight, not decided until the seventeenth hole, when the victory landed on the side of the general officer. In consequence, Judge Horton is now somewhat enthusiastic and wondering whether there are other fathers with golfitis in the Company's Law Department whose sons play the game. (Helsell & Helsell should take notice.)



LOSS & DAMAGE BUREAU



Inspection of Cars

A NEW form 1269 "Inspection record at destination" has been adopted and is now in the hands of the stationer, and agents should make requisition for a supply.

In case agents receive a shipment damaged account defects in car they should have an inspector inspect the car, and give them one of the forms 1269, agent making copy of the report, attaching to his bad order report, form 287, and send to the agent, Loss and Damage Bureau. This will enable the Mechanical Department to have car repaired before the car is again loaded with a like commodity. Also can be handled with originating point, and result in reducing correspondence in the handling of the claim.

The importance of inspection of equipment furnished shippers should be appreciated by all those having to do with the furnishing of cars. When a car is furnished to shippers to load, which proves incapable of protecting the lading by allowing same to become damaged, we are not only deprived of our revenue for handling the car, but have dissatisfied and inconvenienced patrons. Damaged goods at destination are as irritating to the shipper and consignee as they are expensive to the carrier.

When a car is desired for loading, the commodity to be loaded into the same should be taken into consideration and it should be borne in mind when placing the car, and before notifying the shipper, that a car is at his disposal, we should know definitely that we are furnishing a car that is suitable for the commodity the shipper desires to load, and every effort should be made to detect defects and either repair them or another car furnished.

Considerable damage is caused, especially to grain and grain products or other commodities shipped in sacks, by rain beating in at car doors. These damages can be greatly reduced by loading sacks in the doorways at least 18 inches from car doors and, in addition, driving a small wedge between door shoe and car door, thereby forcing the door tightly up against the body of the car. Careful search should be made for any protruding nails on interior of car, and all driven in or extracted, not bent over.

Stock cars should be inspected before loading in order to avoid injury to animals from holes in car floor, protruding nails, etc.

Coal cars should be inspected as to dumps, seeing that they fit properly, for the result of failure to so examine may result in leakage of coal.

Tank cars should be examined internally, ascertaining what the car last contained in order to avoid loading into it some commodity which would be damaged by coming in contact with foreign substance.

We are requesting shippers to co-operate with us in order that we may deliver the shipments they favor us with at destination in good condition, and, while their support is being received, we cannot expect them to be responsible for the condition of cars, nor for loading of cars which we place for them and which are supposedly capable of protecting the freight to be loaded.

The matter of inspection of cars, with a view of eliminating damage to freight, is a very live issue at the present time, and, with the co-operation of all employes, there is no doubt but what splendid results may be obtained.

Federal Building



County Court House



Indianapolis Indiana

State Capitol



City Hall





White Force

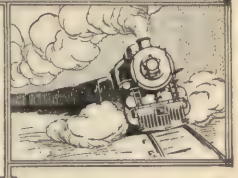


Colored Force

Car Department, Nonconnah, (Memphis) Tenn.



TRANSPORTATION DEPARTMENT



If You Will You Can

By G. W. Berry

DURING the past three years, there has appeared in the columns of our magazine, many strong papers written by officials and employes of the Company, which papers if properly analyzed, much good would have been derived therefrom. The fear, however, comes from the fact that such papers are passed over lightly and immediate criticisms are started and, unjustly so, a fault that seems quite impossible to correct and is traceable to the fact that we become calloused along certain lines and are narrow in our views and will not permit our minds to expand to the thoughts given out by others, even though they are broadening.

This condition leads beyond this and exposes itself quite frequently when direct and positive instructions are given to promote a certain new method or a change in the regular routine—result—orders that should be quickly acted upon are allowed to drag until the mind of the offender or offenders can be regulated to conform with the views of the originator of the idea.

This was quite clearly demonstrated a short time ago when it became necessary to change a condition which had been in practice for twenty years or more, or since the inauguration of our present suburban service. To those who are not familiar with the manner in which the trains are manned, it might be interesting to know that the men are assigned to what is known as combinations, which outline to them in detail, just what train movements they shall be in place to protect. It must therefore be realized that the routine of work is

practically the same day in and day out from year to year, so the men naturally become mechanical, so to speak. However, a time arrived when this routine of twenty years or more had to be entirely changed within six hours; to make this change seemed impossible and impracticable because our minds and acts had been trained along a certain channel. This change, however, was made and, where 260 trains were being operated, carrying 60,000 passengers per day, an increase in train movements took place whereby there was operated 760 trains carrying 248,000 passengers per day. With this tremendous increase in train movements and of passengers carried, the punctuality of the movements was beyond all expectations. Further, out of approximately 700,000 passengers handled in three days, not one single injury occurred to passenger or employe. There were no engine failures, no disabled equipment and not one employe reprimanded or disciplined.

For this splendid performance, the whole credit is due to the employes who are assigned to the suburban service. Opportunity knocked at their door and they were on hand, fully equal to its requests; it also gave to these employes a chance to show their real worth and their splendid high standard of efficiency, under so radical a change, and so it follows, it was done, whereas the original thought ruled it could not be done and, so it is with other problems; we don't think they can be solved until we are brought face to face with them and then we proceed to work them out to a point of 100 per cent efficiency; this is where the test of our ability is shown

and demonstrated that correct ideas are held in check by a wrong thought. This, in a measure, is the fault we are, more or less controlled by.

When these narrow errors of thought

become reconciled and less using of the phrase "it can't be done" and supplanting it with "it can be done," greater harmony will prevail between Employer and Employee.

Riolado

By W. Klusmeier

Far out from the Terminal Station,
Down close to the Rio Grande shore,
Stands a lone little telegraph office
Suggestive of legend and lore.

Whose signal lights silently gleaming,
Like fiery blotches of red,
Through the loneliest hours of darkness,
Tell of danger or safety ahead.

And the sounder's disconsolate murmur,
As solemn as Heaven's decree,
Chants softly it's endless complaining
To the "Pounder of Brass" at the key.

Who sits through his wearisome vigil,
And governs the Semaphore's ray,
To halt the great "Moguls" for orders
Or bid them proceed on their way.

And the "Limited" rushes at midnight,
Like a demon with shrieks of affright,
And leaves the lone office atremble,
In the darkness and silence of night.

There oft through the long nights of winter,
I've dozed in my chair at the key,
And listened in awe at the wailing
Of the wind as it whispered to me.

And dreamed of the far away city,
Whose voice sounded faint o'er the wire,
And pictured its splendor and glory,
As I nodded and dozed by the fire.

And at last when the spring was returning,
And the sun wore a smile in the sky,
A man was sent down to relieve me,
And I bade Riolado good-bye.

And I laughed with delight to be leaving,
And the far away world seemed to glow,

But when to depart I was ready,
I almost regretted to go.

And, standing upon the rear platform,
As I left on the "Flyer" that night,
I could see the old signal lights gleaming,

And their glow was unusually bright.

Like the eyes of a friend never failing,
They were shining so earnest and red,
And I thought they were moist, as with tear-drops,
Or perhaps it were my eyes, instead.

And, as the old office receded
In the darkness, there welled in my heart

A feeling like that which arises
When two old companions must part.

And I gazed with a lingering fondness,
Till their glow melted out in the sky,
And the night became just a bit darker
As my lips formed a silent good-bye.

And deep in the cushions reclining,
When the signals had faded from sight,
I tried to subdue my emotions,
As we rumbled along through the night.

And now many "pay days" have vanished
Since I left the old Rio Grande shore,
But often my heart fills with yearning
To pull the big levers once more.

And to list to the musical babble
Of the sounder's perpetual song,
As all through the night the great drivers
Go rolling and pounding along.

Where the "Limited" rushes at midnight,
Like a demon with shrieks of affright,
And leaves Riolado atremble,
In the darkness and silence of night.

Terminal Traction Bldg

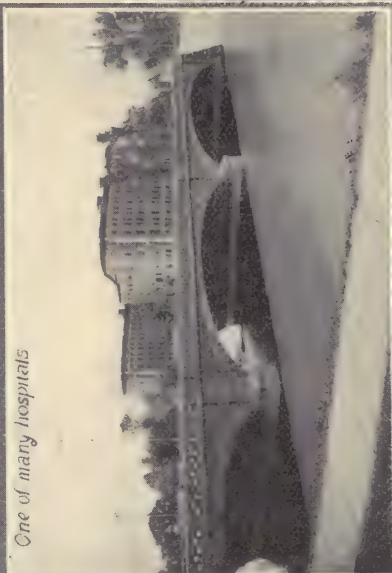


Chamber of Commerce



Indianapolis Ind.

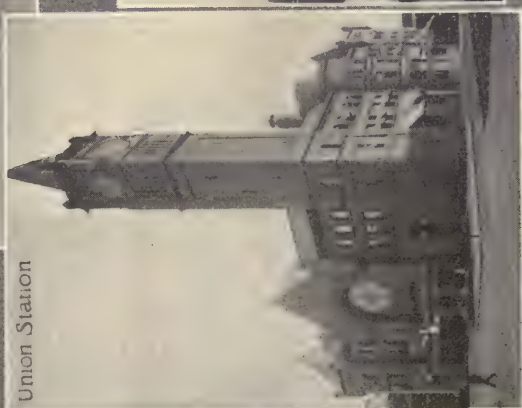
One of many hospitals



Board of Trade



Union Station



Passenger Traffic Department

*Little Talks
with the Rambler*

*Service Notes
of interest*

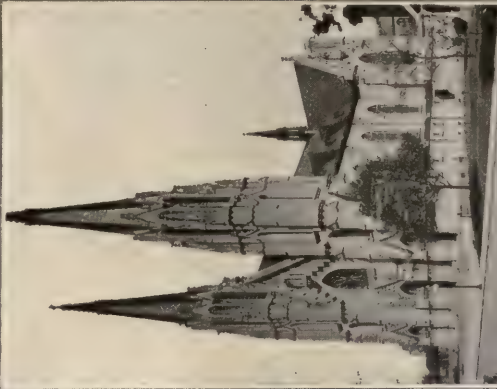
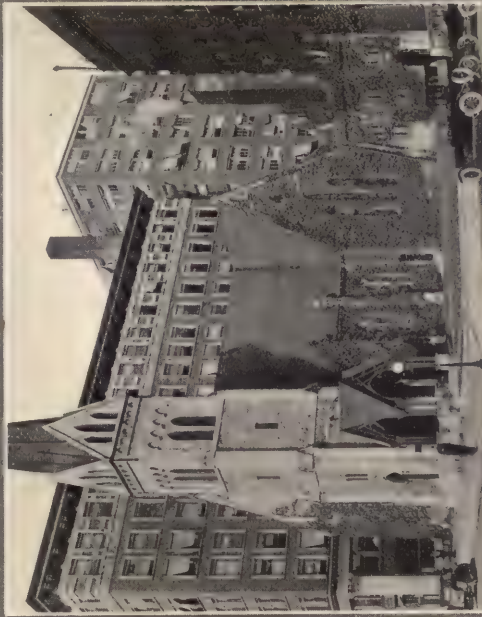


The Rambler Has a Great Scheme

"HIST!" said "Snap Shot Bill" in an excited undertone, "there's an effective picture," and adjusting the stop and focus of his kodak he stealthfully placed it on the outside ticket window shelf and surreptitiously snapped off a quick time exposure of the Ticket Agent sitting in his office. Even my prosaic nature responded mildly to Bill's statement as to his having before him an effective picture, and I was not surprised to hear the Rambler, who is somewhat up on art, remark under his breath, "that kodak fiend certainly has an instinct for the genre." He afterwards quietly explained to me, at my request, that "genre" was from the French and meant a form of art illustrative of common life; particularly any little homely scene depicting a human interest. From such point of view the Agent, as he sat at his telegraph desk facing the window that looked out onto the platform and across the track, did make a somewhat striking picture. As Snap Shot Bill pointed out after we got the print, the lighting on his features was "fine!"; but the real forces of it all was the Agent's general attitude and the expression of his face. Sitting half sideways of the desk, with elbow on the edge of the latter and chin supported by the palm, and with legs crossed he held on his lap a printed circular whose pages he was listlessly turning with

his free hand. On his face was a funny, rather doleful expression; so marked that Snap Shot Bill on completion of the exposure for his picture made our presence known by a laughing "Look pleasant, please!" as we started to file into the little ticket office. "Why!" said the Agent, his countenance immediately changing into a genial smile, "I didn't hear you gentlemen come in. Didn't expect you back so soon. Of course I'll look pleasant with a bunch like you about."

"Well, you didn't when I just shot off your picture," said Bill. "Looked as if you had found your last two-bit piece to be counterfeit with the next pay day a week off. In fact, you reminded me of a story," he continued as he slipped backwards up on the telegraph table and began to swing his legs over the ledge while the Rambler and myself found seats in the one chair of the room and on a box in the corner, respectively, the Agent remaining standing. "You know," Bill began, "in the long, long ago, before the days of 'courtesy always' were dreamed of, a man went to a then so-called picture gallery to have his photograph taken. He sat before the camera with a sullen, scowling face while the operator fussed around adjusting the pose, focusing and inserting his old-fashioned wet plates. Finally, with plate slide removed and hands on lens cap he said,



Churches, Indianapolis, Indiana



'I'm now about to take the picture, look pleasant, please!' 'I can't,' the subject replied, 'I am a Union Depot ticket seller.' "Was I as bad as that?" laughed the Agent. "No! You were not," spoke up the Rambler, "but you surely did look a bit doleful. What's the matter?" "I know what," I said, picking up the circular he had been scanning and which he had thrown aside on our entrance. "It's this twelve page passenger tariff circular that was giving him the 'willies.' Just look at it. Fine print and course print, lists, abbreviations, cross references, and goodness knows what." "Oh," said the Agent, now aroused professionally. "That's all easy enough when you get the hang of such things." "And 'getting the hang,'" interrupted the Rambler, with what I thought a rather pitying look at me, 'is just where learning one's business comes in as against the specific business of others.' "That's just it," I replied somewhat obstinately, I fear. "It's made a technical matter, and I do not see why such things cannot be constructed so that they are simple, plain reading." There was a general laugh at my expense, and the Rambler hastened to say, as I at first thought irreverently, "the cat has caught a rat. He realized that owing to the exigencies of the occasion it became incumbent upon him to arrive at an immediate conclusion. There you have two perfectly clear sentences," he went on. "The first undoubtedly seems the plainer because the fact it conveys is simple. The other is of a nature to require more concentration of mind, but is equally plain to you I am sure, when concentration is unconsciously or otherwise applied. That's how it is with a tariff circular. I have read it, and notwithstanding what I have suggested as to its reading being part of a business, there is but a single small technical item in it, the three lines under 'basing fares.' The rest any layman can read intelligently by simply giving it close attention."

Snap Shot Bill looked bored, I

thought, as he lit a cigarette and began to swing his legs more vigorously over the edge of the table, but saying 'nothing.' With the Agent, however, it was different. The Rambler's dissertation had struck a responsive chord, and he hastened to say, "That's so! A little concentration turns the trick. When I first began to read these tariff circulars I was somewhat like you," and he nodded to me. "There was something about their general appearance that at first glance seemed to confuse me. Then it was, I guess," he added with a laugh, "that I acquired what I call my 'flurry face,' in addition to what I trust is the **more common** with me, and which I call my 'concentration face.' You know, as a telegrapher, with instruments clicking all about, I had to learn to concentrate, and now it's second nature to me and to any other operator, but I guess I must have lapsed into my old flurry face when you took that picture just now. If so, I hope it's an exception for me to do so now-a-days, and I don't see how I came to do it then. This circular is certainly plain enough after a preliminary going over to see how it is constructed. Just see," he added, as he reached over and took up the circular he had been running through when we interrupted him. "It's twelve pages, to be sure, but you don't have to read every word of it through consecutively as you would a story book. On the contrary, after giving certain broad facts, it works more like a reference book. For instance, on the first page it clearly states it is about 'Rail-Water—Circle Tours,' and briefly defines the destinations, and the gateways. That is, New York via New Orleans, via New Orleans and Havana by either of two steamship lines and via Savannah. Now," he continued, as he turned a page, "what are the questions that naturally arise in mind from that much?" "Are the tours applicable from your station, what are the dates of sale, the fares and the possible rail routes in connection with the three prescribed

water routes," suggested the Rambler. "Precisely!" said the Agent. "Now see how quickly all of those questions are answered by the help of the 'Table of Contents' at the head of the second page. In that table I find 'Index of stations from and to which this tariff applies'—Section 2. By turning to that section it refers me to Section 20 in which I find my station listed. Next the 'Dates of Sale' are even more quickly found by the showing in the contents table that they are stated in Section 4; so also are the 'Fares,' the table saying they are to be found in Section 26. This last, of course, involves cross reference back according to route, but the references are clearly and simply indicated, and there is no trouble to follow them. Finally comes the routing, which possibly should have been determined first, fares and routes being inter-dependent. But under 'Routes' we are referred to Section 19 and by that to several other sections from which is quickly run down the desired information, according to territory and circle-tour desired."

"Something like a follow-up system," interrupted Snap Shot Bill, as he threw the butt of his cigarette into the cuspidor and slid down off the desk. "Then, of course," the Agent went on, "there follows the innumerable questions that always come up in connection with the sale of a ticket of this kind. Such as Children's Fares, Limits, Stop-overs, Baggage, Transfers, and the like; and in this case Steamship Information. But they're all quickly and plainly answered by aid of the Table of Contents, if many of them do not stare you in the face without its aid. My!" he abruptly exclaimed as he glanced at the clock. "It's nearly supper time, and the wife will be expecting us up at the house any time now. Come along. But there was nothing, as you have seen, in that circular to give me the flurry face. What *could* I have been thinking of?"

The Rambler and I had taken a run down the line over Sunday to look into

the prospects as to a little duck shooting later; the bagging of ducks being one of the Rambler's alleged delights, although like his fishing, my observation was that he took more time and pleasure in the anticipation of those diversions than in their actual enjoyment. Not but what he occasionally went fishing and went hunting. The occasions were few and far between, however, and it took but a trifle to divert him from either. We had taken Snap Shot Bill along with us, at his solicitation, in order that he might have a day's outing with his kodak. After having supper with the Agent and his family we remained to visit with them until the up train should arrive on which we were to return home. During the evening's conversation Snap Shot Bill was asked how he had succeeded with his particular sport, for, while he had been with us more or less, there were times when he had gone off by himself. "Fine!" he replied. "I think I have about a dozen beauty compositions." "I don't see where you got them," I remarked, "I saw nothing about here I consider particularly pretty." "Well," was the retort, "I got a picture of you for one thing." Thereupon the Rambler laughed and fell into a discussion with Bill on the subject of picture making; the former arguing particularly in favor of those having what he called a human interest. In the course of the conversation the difference was brought out between the ability of people with a kodak to find good subjects in their chosen field of endeavor. "Not counting those who rarely get anything worth while anyway, some people," said Snap Shot Bill, "fail to see a chance for a good picture where one more observing or with more artistic feeling obtain many; oftentimes their most appealing compositions. I have often thought," he added, as if turning the matter over in mind as he spoke, "it would be interesting to compare the results attained with a given number of kodakers working under the same general conditions. Not neces-

sarily in the same but in similar fields, and under approximately like conditions; or more particularly from the same general motive. Vacation records, for instance, either all in the mountains, or by the seashore, or all in the woods." "Why not offer some kind of a prize," said the Rambler, "that would round up such a showing for comparison?" "How can I go about it?" Bill interrogated. "I'm neither a dealer nor a publisher of a photographic magazine." "Still," mused the Rambler, "I think it could be done." "Let me suggest," I said, for I thought by the Rambler's face that he was working out an idea in the matter, "that we three put up \$10.00 each for a prize of \$30.00, or three prizes of ten each, as may be determined. Then we will let the Rambler work out a means of quiet exploitation. My idea, however, would not be to make it general, but between three, or at the most, four competitors." "That's the idea," the Rambler exclaimed. "Now how would this do for a plan? Among the would-be winter tourists that we unearth I might be able to quietly pick four kodak enthusiasts of experience. One of them I would try to persuade to take a trip over the Central to New Orleans, thence an ocean voyage via a Southern Pacific steamship to New York and from there home again by way of some one of the several rail lines that are attractive in service and landscape features en route. Think of the chance for pictures. On the rail lines an occasional good one from the rear of the train or at a station, street and park scenes in the cities of New Orleans and New York, and marines of varying nature from and on ship-board. The second and third man, or woman, I'd also send on a round trip through New York via the Central to New Orleans, except that their ocean trip would be first to Havana, Cuba, and from thence to the eastern metropolis. Of course, to avoid a certain duplication, one would be routed from New Orleans to Havana and from Havana to New York on ships of the United Fruit Company's

'Great White Fleet', while the other would be sent from New Orleans to Havana on a Southern Pacific steamship connecting at Havana for New York with a New York & Cuba Mail (Ward Line) steamship. The picture opportunities would be the same as the first with the important addition of the novelties that could be picked up in Cuba. Now for the fourth and last," the Rambler continued as he looked at his watch. "As in the case of the others, I would have it be a New York tour, but I would send that individual via Savannah. By the Illinois Central and Central of Georgia rail lines to Savannah and a steamship of the Ocean Steamship Company of Savannah from the latter port to New York; the trip to be finished, as in the other cases, over some attractive rail line from New York back to the starting place. While this would be a new route as far as the beaten track of tourist travel is concerned, it is attractive in its way as are the others, besides requiring the least expenditure of time and money. By making a stopover en route at Birmingham, Ala., as well as at Savannah, both of which are mighty interesting cities to visit and afford much material for the kodak to work on, from a prize-picture point of view I would not be surprised if this fourth tourist drew the prize, given equal skill and temperament with the others. Now as to the prize," "Wait a minute!" laughingly broke in the agent. "I've been waiting for you to reach that Savannah part of your pretty little speech. "He's been describing, gentlemen," he said, nodding to Bill and myself, "the Rail-Water-Circle-Tours Excursions of the circular we talked about this afternoon. I wouldn't be a bit surprised if he wrote that circular himself," "No! I did not," was the quick response; "but about the prize and the application of all I have suggested to get in a good showing of pictures for Bill's amusement. To each of the four individuals that I have routed as outlined I will say, 'on your return send me a print of each of the snapshots taken during the

trip. There are three others traveling by as many different routes, who will do the same.' All four will know that there are that many in the game, but their identity will be unknown to each other. They will be told their combined collections will be given to a 'photographic critic of international fame, noted particularly for his accurate judgment and fairness.' That will be you, Bill, if I may be forgiven the lie. They will be further told, that for obvious reasons his identity will not be given them, neither will he know theirs. But, from the combined collections he will select the *one* picture that from all points of view he considers the best. For that one picture will

be given cash prize of \$30.00 with no strings attached. All other pictures will be returned to their owners. Now what do think of that for a scheme, Snap Shot Bill?" the Rambler concluded with beaming face, for he had grown enthusiastic as his idea developed while he talked.

"Rotten!" was the quick response. "Why?" "First, because for you to round up four good kodak operators and steer them over those four specific routes looks to me like catching a bird by putting salt on its tail. Chiefly, however, because I don't see where 'we all' are going to get the thirty dollars. I can ante no ten spot to get into the game."

Service Notes of Interest

EFFECTIVE October 17th, 1915, the Seminole Limited, Florida train No. 9, will leave Chicago at 10:15 P. M. instead of at 8:15 P. M. and will arrive at Jacksonville 8:00 A. M. the second morning instead of at 7:30 A. M. The running time from Chicago will thus not only be quickened over any previous schedule, but the later departure from Chicago will afford many convenient connections at that point with lines making evening arrivals that hitherto have not been made. There will be no change on the northbound schedule but southbound the arrival at Birmingham will be at 5:30 P. M., at Columbus, Ga., 10:55 P. M., and at Albany, 2:20 A. M.

Connection for Savannah at Birmingham or Columbus will be broken. This fact, however, need not deter agents from soliciting Savannah business by the Central of Georgia and Birmingham Gateway among sight-seeing tourists, as the last may very profitably spend a day in Birmingham. As one of the new, flourishing cities of the south Birmingham is a most entertaining place to visit. It has the best of hotel accommodations, is pic-

turesquely located, has beautiful homes scattered over the sides of the mountains and parks, country clubs and other features of interest.

The sun-parlor observation car, so popular with Florida patrons last winter, with the change of schedules on the above date, will be restored to the Seminole Limited and run through between Chicago and Jacksonville.

On the Kentucky and Tennessee Divisions the following changes will occur: No. 822 will be changed to connect with new time of No. 9, but will make no connection with No. 122 at Paducah, Ky.; No. 133, between Fulton and Memphis, will leave Fulton at 8:25 A. M. instead of 6:25 A. M. and arrive at Memphis at 12:30 P. M. The motor car now being operated between Covington and Memphis as Nos. 135 and 136 will be extended to operate between Dyersburg and Memphis, leaving Dyersburg at 6:00 A. M. and arriving at Memphis at 9:00 A. M., leaving Memphis at 6:05 P. M., as at present, and arriving at Dyersburg at 9:05 P. M. The Chicago-Memphis sleeping car now being carried on No. 3 will be carried on Nos. 9 and 133. The dining car running on

No. 25 between Chicago and Champaign will be extended to Mattoon. The sleeping car now operated on Nos. 133, 9, and 822 between St. Louis and Paducah will be carried on Nos. 207 and 822.

A few changes will also probably be made on the above date on Western Lines, details concerning which will be announced by circular.

In soliciting California business it may serve many of our agents, particularly those in agricultural regions, to be able to refer to the following facts in reference to live stock shows at the Panama-Pacific International Exposition at San Francisco:

From September 30 to December 3, the Panama-Pacific International Exposition at San Francisco will be the scene of a succession of live stock shows, which, it is believed, will surpass any ever held in the United States, or even in the world, almost half a million dollars having been appropriated for those features. The Exposition itself has apportioned \$190,000 for cash prizes for live stock and the horse show; forty-five breed record associations have set aside \$100,327 for special premiums and the commissions of various states have appropriated a total of \$150,230 for participation of live stock from their respective regions.

The extensive preparations made for the shows are as follows:

Horses, mules and asses—Sept. 30-Oct. 13.

Cattle, beef and dairy—Oct. 18-Nov. 1.

Sheep, goats and swine—Nov. 3-Nov. 15.

Car lots of live stock—Nov. 11-Nov. 14.

Poultry and pigeons—Nov. 18-Nov. 28.

Dogs, cats and pet stock—Nov. 12-Dec. 1.

Children's pets—Dec. 1-3.

Between 12,000 and 15,000 people

from south of the Ohio River spent the summer in Chicago. The number was a slight decrease from the movement during 1914 and was due to the drop in the cotton market of last Fall, which affected general business of Dixieland. The difference in the number who came to Chicago, however, was not so heavy as was anticipated, running only about 5,000.

Speaking of the travel, Passenger Traffic Manager Hatch of the Illinois Central said:

"We carried about 150 people a day from the territory south of the Ohio River to Chicago during ten weeks of the Summer—that is, June 15 to September 1. In nearly every case the traveler came to the Chicago district for climatic reasons. A percentage went to the Lake Michigan and Wisconsin resorts.

"Travel from the South to the Chicago and Great Lakes district has come to be an institution. A big end of the people make their Summer residences in Chicago and mostly at the South Side hotels. It is largely a family matter—that is, entire families come North and stay the whole Summer. The business is increasing year by year and if business conditions had not interfered 1915 would have broken travel records."—Chicago Examiner, Sept. 28.

Last month a through daily observation-sleeping car service was established by the Chicago, Milwaukee & St. Paul Ry. between Sioux City and Tacoma via Mitchell, Aberdeen, Spokane and Seattle, operating westbound on S. C. & D. No. 3, H. & D. No. 103 and "The Columbian" train No. 17; the new through car leaving Sioux City at 7:00 P. M., Mitchell 12:50 A. M., Aberdeen 7:45 A. M., arriving at Seattle 10:25 A. M., Tacoma 11:45 A. M. (third morning). Corresponding service eastbound.

While the following poem, taken from the "Chicago Elks News," may not properly be considered as a "Serv-

ice Note" of interest, its underlying thought is of such broad application that it is reproduced as a matter of general interest.

FORGET IT

If you see a tall fellow ahead of a crowd,
A leader of men, marching fearless and proud,
And you know of a tale whose mere telling aloud
Would cause his proud head to in anguish be bowed,
It's a pretty good plan to forget it.
If you know of a skeleton hidden away

In a closet, and guarded and kept from the day,
In the dark; and whose showing, whose sudden display,
Would cause grief and sorrow and lifelong dismay,
It's a pretty good plan to forget it.

If you know of a thing that will darken the joy
Of a man or a woman, a girl or a boy,
That will wipe out a smile or the least way annoy
A fellow, or cause any gladness to cloy,
It's a pretty good plan to forget it.

My Boy "Tonee"

By A. M. Taylor

Each time hes a come, my boy a Tonee
Hes a read a da magazine to a me,
Me, I no a can reada da Englisha, but,
Tonee, hees a smart, heesa got da great nut.

Heesa learn to read a da book in da school,
An' he read so slick, dat boy is no fool,
An' I tella you dis, da ol' magazine,
Heesa maka me glad, hees a one fina ting,

But Meester Editor, all a da time,
Heesa read a to me a da story or rhyme,
'Bout da brave engineer, or some oder man,
An' not a dam ting bout da section han'.

Who is it a builda da track so fine,
An' maka dis road one a fine a line?
Who is it lay a da rail an da tie,
An' cutta da grass when he getta too high

An' keep da track a look a so gran'?
I tella you who, it da ol' section man.
Hees a work on da dig wid da pick an da shove

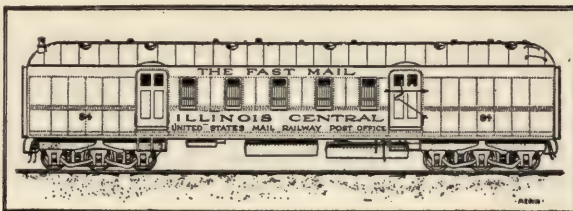
To make one a fine track, deesa work heesa love,
Hees a fixa him so, because, some day, by gar,
Bigga boss heesa come in hees ol' private car.

If hees lika dat track, heesa wave a da han'
An' a make him feel good, dees ol' section man,

So please Meester Editor, jus' one a time,
When you finda nice place, jus a stick in da rhyme

You write a so nice an' so sweet and so gran'
'Bout disa son of a gun of an ol' section man.

B. R. & P. Ry. Magazine.



Murat Temple
Shiners



F.O.E. 211



Knights of Columbus



Indianapolis Ind.

Knights and Ladies of Honor

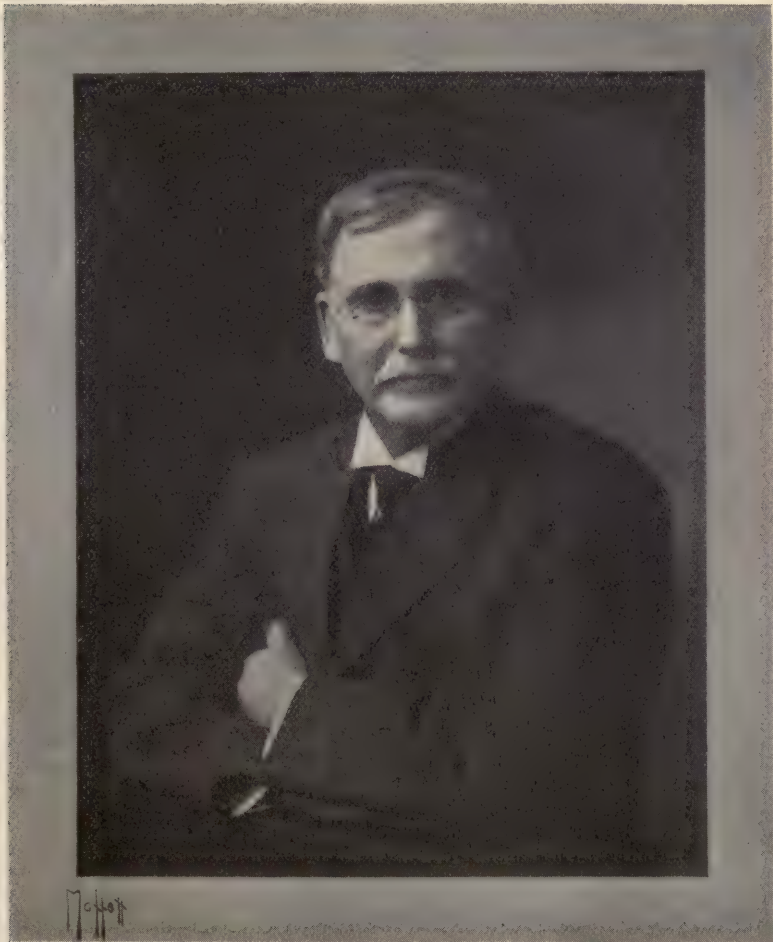


Masonic Temple



From the
Law Department

Biographical Sketch No. 17



JOHN T. HAYS
District Attorney, Sullivan, Indiana

JOHN T. HAYS, District Attorney, graduated from Mount Union College, Alliance, Ohio, in June, 1869, and on March 1, 1875, began the practice of law in Sullivan, Indiana, where he has since resided. He has long been a prominent figure in professional and civic affairs in Indiana, occupying many positions of trust, and being engaged in much of the important litigation.

In 1878 he became attorney for Receiver General John C. Black, who, from 1878 to 1882, constructed the Bloomfield Railroad from the Wabash river to Switz City, Indiana, and, contemporaneous therewith, the Springfield, Effingham and South Eastern Railroad from the river west to Effingham, Illinois. From 1882 to 1898 Mr. Hays was at the head of the legal department of these properties, which early in that period were consolidated into the Indiana and Illinois Southern Railroad Company. In 1898 it all

came into the control of the Illinois Central Railroad Company and was extended from Switz City to Indianapolis by means of the Indianapolis Southern.

In the process of bringing this property into the Illinois Central system Mr. Hays took a large part. He was director in the different Indiana corporations used in taking over the property, was trustee in one of the purchases, and in 1903, as such trustee, conveyed the line from the Wabash river to Indianapolis to the Illinois Central Railroad Company. From 1898 until February, 1915, he was in the service of the Illinois Central as local attorney, and frequently has had charge of important special litigation for the company.

He now has associated with him his two sons, Will H. and Hinkle C., under the firm name of Hays and Hays, and on February 1, 1915, this firm was made District Attorneys for Indiana.

Commerce News

1. Purpose of Act is to promote and not hinder trade and commerce.—I think the court was perfectly right when it said that the purpose of the act was to promote and not to hamper trade and commerce. We may see situations and conditions which are wrong and which apparently should be corrected. But if, upon thorough investigation, it is demonstrated that in order to correct it other situations equally as bad, or worse, will be created, no real progress is made by forcing such action. The conditions which the law was enacted to correct or overcome did not grow up in a day and they cannot be corrected or overcome in a day without doing inestimable and irreparable injury. The evils at which the law is aimed were not created by one party to the transactions. No railroad official ever paid a rebate except to some receptive shipper. (Excerpt from address of Commissioner E. E. Clark before National Industrial Traf-

fic League at Toledo, Ohio September 9, 1915.)

Western Advance Rate Case, I. & S. 555.—The advances approved by the Interstate Commerce Commission in the rates on coal, imports, hay, fruits and vegetables, and the increases in the carload minimum weight on grain products, became effective October 1, 1915. As to advances on other commodities, viz., grain and grain products, live stock, packing house products, fertilizer, fertilizer materials, and cotton piece goods, the carriers' petition for rehearing is pending. The shippers' petition for rehearing as applied to advances sustained in the rates on coal has been denied.

Discontinuance of free storage of coal for transshipment.—In *Plymouth Coal Co. vs. L. V. R. Co.*, 36 ICC 140, opinion by Mr. Commissioner Hall, the carriers' demurrage and storage regulations, discontinuing the furnishing of storage bins at Perth Amboy for the free storage of anthracite coal, were

approved on the ground that such free storage "is purely a commercial convenience and not a transportation necessity."

Giving lesser service is tantamount to increasing rate.—In *E. J. R. & T. E. R. R. Co. vs. C. R. R. of N. J.*, 36 ICC 149, opinion by Mr. Commissioner Hall, the carriers had cancelled light-erage charges. The Commission held that this resulted in the advancing of freight charges as to which the carriers had not met the burden of proof. Authorities are cited in support of the proposition that "it is as much an in-

crease of rate to give less service for the same amount as to charge a greater amount for the same service," also that "if the service so offered and for a long time performed in consideration of that rate includes taking the property transported from a given point and delivering it at a given point, the delivery at that point is in no sense a 'free delivery.' A carrier may increase the rate or it may curtail the service performed for that rate, but if such action is challenged it must bear the burden of showing that the new rate or service is reasonable and free from unjust discrimination."

Accountants' Meeting at Memphis

A meeting was held at Memphis and at Chicago, on August 17 and 19, at which were present the accountants and others concerned of the Southern Lines and the Yazoo & Mississippi Valley Railroad Company, and of the Northern and Western Lines, respectively.

Various matters were discussed in connection with the Classifications prescribed by the Interstate Commerce Commission and other accounting instructions.

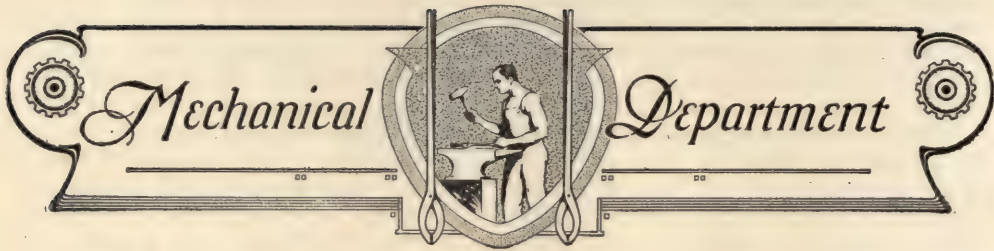
The meetings were conducted by the Accounting Department, Mr. J. F. Dartt, Auditor of Disbursements, presiding.

These meetings will be held at Memphis and Chicago each month hereafter, thereby extending to the accountants an opportunity to bring up any accounting instructions and methods that are not entirely clear, in order that such matters may be thoroughly discussed, clearly understood and uniformly handled by all concerned.

It is the opinion that this plan of bringing the accountants in closer touch with each other and also with the Accounting Department will assist all concerned materially in having a better understanding as to just what is required in connection with accounting matters.

Illinois Central Band Gives Concert at Springfield State Fair---Only Band From Chicago Awarded This Contract

Last Thursday, September 23rd, Mr. G. F. Fraser and twenty-eight men left on a special car to attend the Springfield State Fair. On Thursday he was awarded the pavillion; it being the most honorary place at the fair. On Saturday he played a concert to twenty-five thousand people. His band is highly spoken of by all present, more especially the music committee, and they promised him the same position next year, if possible. He was congratulated on several occasions by the visitors at the fair on the class of music he played. The Illinois Central Band was the only band from Chicago that was awarded this favor.



Fuel Economy

E. C. Roddie, District Foreman, New Orleans

Fuel economy is a subject that we might all be justified in sparing a few moments to give serious consideration, as it is a subject that practically every Officer and Employee of a Railroad Company is interested in, due to the fact that it is a most important factor in Economical Operation, which has much to do with the success of a Railroad.

It would be difficult to estimate in dollars and cents the amount of money wasted by this Company annually, due to waste of fuel, not only on account of careless and inefficient firing on the part of the Locomotive Firemen, but also on account of Coal Handlers at the various coaling stations placing an excessive amount of coal on engines, same falling from tank, due to motion of the engine.

In this connection Fuel Economy can also be worked in conjunction with the Safety First campaign, as the placing of an excessive amount of coal on an engine, in addition to the coal wasted, renders us liable to damage suits resulting from persons being struck by lumps of coal falling off of tanks, due primarily to tanks being overloaded.

This is a subject that not only the Officers of the Company are very much interested in, but also the employees themselves should make an earnest endeavor to bring about the economical use of fuel, as it is to their own advantage, as well as that of the Railroad Company, in more ways than one. First, it has been proven by tests, and statistics show that scientific firing of locomotives will not only decrease the fuel consumption, but will also result in the engine steaming better, and reduce the labor of the engine crew, more specially the Fireman, as the less coal consumed the less he is required to handle. Second, it will entail a substantial saving in the cost of Train and Yard Operation, thus paving the way for the Company to spend the money that is now being wasted by extravagant use of fuel in securing additional power and work-

ing additional crews, thus enabling the men to increase their earning capacity.

The Mechanical Department can aid materially in reducing the cost of fuel if the Roundhouse Foreman will make it a point to see that proper attention is given to fire-boxes, flues are kept bored out, etc., and in this way prevent the necessity of excessive use of fuel, in an effort to keep the engine hot, when the real fault lies with the condition of the engine.

In the past ten or fifteen years the Railroads of this Country have made rapid strides towards advancement, until at the present time, while there is still a great deal of room for further advancement, the Railroads rank high among the Industries of the World in the matter of efficiency and organization, and we should pride ourselves on this, and do everything possible to perfect economical and efficient operation.

The principal handicap in the advancement along the lines of Fuel Economy seems to be that the men did not go into the matter carefully, and from the surface it seemed to be a subject of minor importance, but if the men will take into consideration the amount of coal consumed on this Railroad annually they will readily see that a small saving at each Coaling Station each day will result in a substantial saving at the end of the year, when the entire system is consolidated as to savings effected.

There has been considerable improvement along this line of late, since the recent lectures and illustrations given by the members of the Fuel Bureau in their Demonstration Car, which has toured the system, but there is still need for a much bigger improvement, and the power to bring about this improvement lies principally with the men themselves, as it will be through their efforts that we will be able to bring about the desired condition in Fuel Consumption, and produce a very gratifying result—FUEL ECONOMY.

Gauging Lift of Air Pump Valve

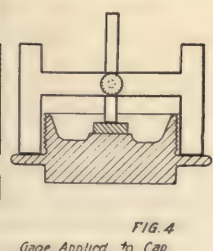
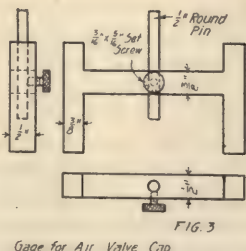
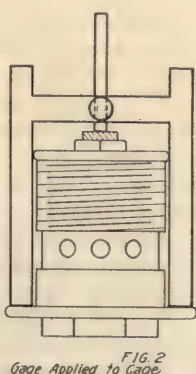
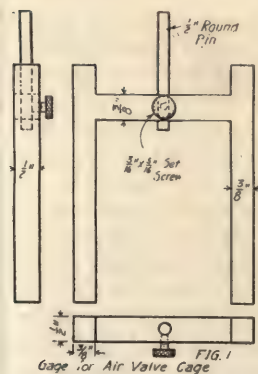
By J. A. Elliott, Air Brake Foreman, I. C. R. R., Memphis, Tenn.

WHEN repairing air pumps it is very necessary that air valves have a correct amount of lift. The best of mechanics are apt to make mistakes when measuring for the lift of air valves, and when this job is given to the apprentice the chances for mistakes are greater. The gauges in the accompanying sketches were made to overcome all this trouble. They are so complete that there is absolutely no chance to make mistakes, and this work could, if necessary, be performed as well by a sweeper as by a mechanic.

The quarter inch pin in the center is held secure when adjusted by a $\frac{3}{16}$ inch set screw. This pin is exactly the same length as the two legs of the gauge, and thus requires only one adjustment to gauge the lift of a valve, there being used a small brass button the thickness of which is equivalent to the lift of the valves which you are gauging. It is necessary to have two gauges, one for the lower cage and one for the upper cap.

When using the cage gauge shown in Fig. 1 place the upper ends of the gauge legs against the cage joint of the pump cylinder and gently push pin in until it touches the valve boss in the cylinder. Then secure the pin in this position by means of a set screw. Now with valve in position in cage and brass button on top of valve, the pin should just touch the button when lower ends of gauge legs are placed on joint of the cage as shown in Fig. 2.

When using the cap gauge shown in Fig. 3, place the valve on the upper seat in cylinder and place the upper ends of the gauge legs against cap joint on cylinder and gently push the pin in until it touches the valve. Secure the pin in this position by means of the set screw and with the brass button on the cap boss the pin should just touch the button when the lower end of the gauge legs are placed on the joint of cap shown in Fig. 4. The dimensions of these gauges are made to suit the cages and caps of the different sizes of pumps.



DEVICE FOR GAUGING LIFT OF AIR PUMP VALVE.



Some Remarks on the Handling of Baggage

By J. A. Osborn, General Baggage Agent

The question of improving the baggage service and bringing it up to the highest standard of efficiency, should be uppermost in the minds of each employee connected with this service. There are some matters which have not previously been touched upon and the following is offered with the hope that the employees will give their support to the suggestions. No better way to reach those concerned presents itself than through the Illinois Central Magazine.

Those not familiar with the baggage work think anyone, experienced or not, can handle it. Such an opinion may be all right so far as the manual labor is concerned, but that is only a small part of what is actually required. There are many features about the business that have to be acquired by long service and experience. In these days there are many forms of tickets routed over many different railroads that a baggageman must be familiar with before he can hope to become an expert checkman. A thorough knowledge of the geography of the country is of much assistance.

It is a good practice, when checking baggage, to ascertain from the passenger, his destination and repeat it back, so there will be no misunderstanding as to the correct destination. The ticket should always be called for and cancelled before baggage is checked. Many names of cities and towns located on the Illinois Central are duplicated on other railroads, hence the state should always be clearly shown to prevent mishandling and delay.

All baggage should be weighed and measured as soon as received to facili-

tate handling when application is made to check it. Never accept a statement of gross weight from owners. At some stations baggage is weighed as soon as received. If this method were adopted at all stations, the company would be greatly benefited by it. All scales should be protected from the weather, as far as possible, as exposure causes them to rust and get out of order and they will not weigh correctly.

Storage on baggage should be given close attention so that none of the charges, which accrue on it, will get away. If the blanks and checks are properly filled out and attached to baggage and the instructions closely observed, there is no doubt but that a satisfactory increase in our income could be made. Don't wait until baggage is claimed before marking and tagging it, but attend to it when the baggage is received.

Before checking baggage, carefully examine it and if it is not in first class condition, the check should be stamped with bad order stamp. If baggage is in a shaky or wrecked condition from wear and tear, release, form GBO 8, should be taken. It is important to show on all baggage records the actual condition of baggage and abbreviations for the description of bad order baggage should invariably be used. Neither "B. O." nor "G. B. O." should appear for condition.

Much correspondence could be saved if more pains were taken in making up both station and train waybills. Many of them are incomplete and have to be sent back to the issuing station or to the

train baggagemen. The department would not have any trouble in handling claims for loss, damage and delay to baggage if all waybills were filled in as per provisions thereon.

When checking baggage, wait upon one passenger at a time. If this practice were followed, the chances for making an error would be greatly reduced. Sometimes passengers make mistakes and point out the wrong baggage even when it bears a railroad or transfer check, but the check on the baggage is the best guide in making delivery. When baggage is not covered by a check and the owner is in doubt as to the outside identification, the inside identification is the safest plan to follow.

There are many ways to prevent baggage claims. First, careful handling of baggage. Second, protection from theft. Third, protection from rain, liquids, iced shipments, oil, etc.

Fifty per cent of damage to baggage could be avoided if ordinary care were given it. Our claims for damage to bag-

gage should be reduced to a great extent if the following suggestions were observed by all concerned:

Do not drop baggage from car door to platform nor one trunk upon another.

Do not spot baggage truck too close to track for loading and unloading baggage. Move the truck before the train starts and see that it is in the clear.

Do not leave baggage on truck longer than it will take to put it in the baggage room or on the train. If baggage has to be left on the platform, it should be carefully watched. The safest place for it, however, is in the baggage room, which should be kept locked.

Do not leave baggage between the tracks without watching it to prevent train striking it.

Stations supplied with tarpaulins should use them to cover baggage in rainy weather. This equipment, when properly used, will save dollars which the company would otherwise pay out. An ounce of prevention is worth a pound of cure.

Careless Addressing of Envelopes

By H. L. Fairfield

A NUMBER of cases of delay to mail matter have recently come to the attention of this department in which the cause of the delay was self-evident—illegible address. In two cases of delay to envelopes containing waybills the address was written in a very faint red pencil so faint that it could hardly be read in strong sunlight. These envelopes, viewed in artificial light, appeared to be entirely blank.

The delay to one of the above envelopes required the equivalent of one man's work for nine hours making copies of waybills. It is strange that so many persons will spend a great deal of time

and care in making reports, writing letters, etc., and then forward in envelopes so carelessly or illegibly addressed as to make it almost impossible to handle properly, yet this is done repeatedly.

So far as possible all envelopes, especially those containing waybills, should be addressed on the typewriter. If this is not practicable use black ink but never address an envelope with a pencil.

But go farther than this and write the address in a legible hand. Some envelopes were recently called to my attention, addressed to Bloomington, but whether Indiana or Illinois was a matter of pure guess work.

Contributions from ♣ Employees ♣

The Old Timer

By P. E. Odell

WITH a week's growth of stubby gray beard and his white shirt front soiled with tobacco juice, Old Man Talbot, who had worked as dispatcher on almost every road in North America, dropped around just in time to catch on to a third trick on the "West End" from which a "pigeon" had just "resigned."

During the afternoon he filled out application papers a foot high, swore he was only 42 years of age, got staked to a meal ticket and walked out saying he would show up for the job. The chief dropped around to the office after supper expecting to find the old man "breaking in," but got tired of waiting and went home about 9 o'clock, but first took another third trick man, who happened to be loafing around, out into the hall and said, "Tom, look after the old man tonight; put him next to everything over there on the West End." Tom said he had never worked it, and did not know anything about it except many a good man had lost his reputation on it.

"Well," said the chief, you know our rules and they must be complied with. Don't let the old man introduce any of his own; keep an eye on him."

About 11:50 p. m. the old timer strolled in, borrowed a chew, took a look at the time table, signed the

transfer and "sat in." Tom, who sat across the table, got busy with a bunch of drags right away and did not pay much attention to the old man for a while, but when he had a breathing space listened to him work. He was putting out orders as fast as operators could take them and Tom thought, "Well, he is either moving them or fixing them so no one else can," and went back to work.

All of a sudden the old timer jumped up, brought his fist down on the table and exclaimed, "My God." Tom's hair stood up straight as he reached for the telephone to call the "Big Hook" and the doctors, but thought he would first see what was up. He went around to the Old man's side and asked what was wrong. The Old Man pointed to a south bound train on the sheet and said, "Do you see that train?" Then pointed to a north bound and said, "Do you see that one?" Well, they have orders to meet at Round Lake and the operator there just reported the south bound train pulling into the siding and the north bound coming up the main at South Switch. Did you ever see such damned dispatching?"

Tom hit him over the head with the bulletin book and went back to work.

Railroad Waterways and Overflow Damage Suits

By A. B. B. Harris

THERE are two factors governing the size of waterways that are built by railroads to care for flood water; one is the area and topography of terri-

tory drained which should control, the other, fear of overflow damage suits which the timid often let control.

When waterways are built larger than

necessary, in hope of preventing law suits, the results are:

1st. Excessive cost to the railroad company which often amounts to more than the value of the land affected.

2nd. Lessening the advantages that result to overflowed lands from having embankments built across same.

3rd. Does not stop overflow damage suits in territory affected and may lead to such suits in territory not affected.

It is a well known fact that cultivated lands, subject to head water overflow, are greatly improved by having embankments built across same, as they confine the water to the proper channels, thus preventing erosion (scouring) which often makes large sections of the area overflowed worthless, increases the alluvial deposits, and in case of growing crops, greatly lessens the damage to same.

The size of the waterways has but little bearing on the overflow damage suits, as in a great majority of these cases they are brought from a desire to get something for nothing, and regardless of the fact that the party bringing suit has been benefited instead of damaged. In a great majority of cases where railroads pay overflow damages, there has been no damage caused by the railroad embankment, but, on the contrary, a real benefit has resulted.

The prime cause of a number of these law suits is the industry of that disgrace

to the legal profession, the so-called lawyer who hunts up damage suits. A case in point: A company that I worked for some years ago built an embankment across a valley, spanning the river with a bridge. One of these damage suit hound (apologies to the dog), who saw the property during high water, went to the land owner and offered to bring suit for damages on account of water being backed over his land; the farmer told him he was not damaged, but, on the contrary, his farm had been greatly benefited by the railroad embankment; the lawyer replied that made no difference. All that was necessary to secure a judgment was for him, the farmer, to go to court and swear that he was damaged. To this the farmer replied that he was no thief, which terminated the interview.

This much vexed law suited drainage problem, no doubt, would be solved if the Federal and State authorities were to appoint and pay competent drainage engineers to pass on the size of the openings that should be installed. A set of tables such as "The Dun Drainage Table" might be adopted by the Federal and State Drainage engineers and furnished to railroad and highway officials for guidance in determining the size of waterways. With waterways so constructed, the law suits for fictitious high water damage would be a thing of the past.

The Man

By Dr. Reuben T. Clark, Jackson, Miss.

Here I am pleased to say some few words in appreciation of our great service corporations, the railroads, the steamship, the telegraph, the telephone, and the street railway, and of the daily necessity and value they are to a community.

Consider for instance the living daily necessity that the railroads and steamships are to the man, the broad and far-reaching channels over which the com-

merce of his brain and hand must pass and re-pass.

These are great institutions and call for master minds, to man and manage their every department, both justly and economically, since they all touch every home and take toll from every life.

For all employes of these services corporations, I would bespeak a mutual interest, a strong effort toward economical efficiency.

This is the Life of the Banana Man

By Geo. H. Fairchild

| | |
|---|---|
| The steamer arrives with a big deck load, The messengers are off for a trip on the road. They pack their grips with a sorrowful sigh, As they tell the wife and babes good- bye. | The messengers lie about on seat and floor While train crew rides with open door. The messengers ask to be treated right, Train crew gets sore and wants to fight. |
| They are off with the goods no telling where, It matters not as they pay no fare. They pack in the caboose, six, eight, ten in a bunch, The conductor seems to take on a hunch. | It makes no difference if they don't get rest, As trainmen don't class messengers any the best. And when they lose the biz and can't get by They realize the cause and ask mes- sengers why. |
| The brakeman looks as in surprise While at the crowd he casts his eyes; When the boys ask for comfort and a place to sleep The conductor looks up the cushions and the key he keeps. | Why don't you route the bananas our line? We'll act a little different and treat you fine. But it's too late now, dear old scout, We are handled better by the Illinois Central and like our new route. |
| It concerns him not WHO or WHAT they are, As he is BIG "I" and boss of the car. There is no fire and the stove is cold, The cab is crumy, dirty and old. | We are very sorry but can not cry, As you have previously made us sigh. But we wish you well and hope you make some dough, And never again at the messengers in- situations throw. |

Today

A Western Miner Talks—Author Unknown

| | |
|--|--|
| Old Yesterday hain't no more use Than rubber boots is to a goose; So saddle up and ride away From that there wuthless Yesterday. | To worry is to show your hand To every fellow in the land; To worry is to let folks know You think you hain't a fighting show. |
| Hook your spurs in the broncho Hope And hit a high and swinging lope Across the range of things that are; Leave that old past so blessed far Behind that you can't even view It thru a glass if you try to. | You can't win fame or even pelf Unless you sort o' bluff yourself Into believin' that you be Plumb failure-proof; and then, by gee, You want to size things up correct, Just as they be, and don't select A pile of dirt where gophers sit And make a mountain out of it. |
| Your failures? Shucks! forgit 'em all; Don't let 'em know you hear 'em call. Look up and see the rainbow smile; Today's the only time wuth while. | And don't forgit the sayin's true, There's millions far worse off than you. |

ILLINOIS CENTRAL

—AND—

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 14

The **Interstate Commerce Commission Bulletin** for the fiscal year 1913 shows persons other than passengers and employes, **killed and injured on railroad rights of way** of the United States as follows:

| | |
|---------|---------------|
| Killed | 6,846 |
| Injured | <u>12,352</u> |
| Total | 19,198 |

Everyone of the above **killed or injured** because they were either **where they had no right to be**, or because they did not **"Stop, Look and Listen."**

If an individual **fishes upon, hunts upon, or even walks upon** (without authority) posted property, he is a **trespasser pure and simple**, and as such may be **prosecuted**.

If an **animal strays on to the premises of an individual** and does damage, the **owner** under the law is **responsible**.

Railroads post their rights of way, and not only **warn** of the **danger of trespassing**, but plead with the **unauthorized to keep off their tracks**—if an accident occurs, they have no **recourse in law**, but on the other hand are **prosecuted and made to pay**.

Is this fair? Is it just?

Railroads are the **largest tax payers**, the **largest employers of labor** and **purchasers of material** and as such are the **largest factors in the circulation of money**, and in addition they are the **arteries of trade** that make **commerce possible**.

Are they not entitled to the **same protection** from legislative bodies that is **accorded the individual**?

Will you, Mr. Reader, ask the members of the legislature of your state to pass an anti-trespass law, according to the **railroads as well as its citizens proper protection**?

Meritorious Service

FAVORABLE mention is made of the following conductors for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

Conductor D. S. Weigel on train No. 26, Aug. 14 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor H. B. Jacks on train No. 23, Aug. 19, and train No. 5 Aug. 24, declined to honor card tickets, account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

St. Louis Division

Conductor G. Carter on train No. 5, Aug. 3, lifted trip pass account returning portion being missing and collected cash fare.

Conductor H. W. Bibb on train No. 203, Aug. 7, lifted mileage detachment on which passenger admitted having previously secured transportation. Conductor collected other transportation to cover trip.

Conductor C. T. Harris on train No. 21, Aug. 10, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor A. E. Reader on train No. 24, Aug. 16, and same train Aug. 30, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

On train No. 10, Aug. 21, he lifted trip pass account being presented for

transportation of person other than named in pass. Passenger declined to pay fare and was required to leave the train.

Indiana Division

Conductor E. N. Vane, on train No. 303, Aug. 28, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Wisconsin Division

Conductor J. P. Reece on train No. 124, Aug. 26, lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Kentucky Division

Conductor W. Y. Hansbrough, on train No. 104, Aug. 2, declined to honor two mileage tickets account having expired and collected cash fares.

On train No. 103, Aug. 29, he declined to honor mileage ticket account being in improper hands and collected cash fare.

Conductor F. P. Coburn on train No. 122, Aug. 5, declined to honor mileage ticket account having expired and collected cash fare.

Tennessee Division

Conductor J. W. Robertson, on train No. 133, Aug. 11, lifted returning portion of non-transferable excursion ticket account being in improper hands and collected cash fare.

Mississippi Division

Conductor J. Sitton on train No. 138, Aug. 11, lifted identification slip account passenger not being provided with pass and collected cash fare.

Conductor M. S. McLean on train No. 123, Aug. 14, declined to honor mileage ticket account having expired and collected cash fare.

Conductor C. M. Anderson, on train No. 1, Aug. 14, lifted trip pass account not being countersigned. Passenger refused to pay fare and was required to leave the train.

Conductor F. J. Hines, on train No.

5, Aug. 17, declined to honor mileage ticket account having expired and collected cash fare.

Conductor S. R. Cain, on train No. 1, Aug. 25, lifted mileage ticket account being in improper hands and collected other transportation to cover trip.

On train No. 4, Aug. 26, he declined to honor mileage ticket account having expired and collected mileage from another ticket to cover trip.

Louisiana Division

Conductor E. S. Sharp, on train, No. 34, Aug. 5, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

On train No. 34, Aug. 22, he lifted mileage ticket account being in improper hands and collected cash fare.

Conductor L. E. Barnes, on train No. 6, Aug. 10, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor T. A. Moore, on train No. 24, Aug. 13, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor R. E. McInturff, on train No. 332, Aug. 14, lifted mileage exchange passage ticket account passenger not being provided with mileage book and collected cash fare.

Conductor Wm. Trafton, on train No. 1, Aug. 24, lifted trip pass account holder refusing to sign name. Passenger declined to pay fare and was required to leave the train.

Memphis Division

Conductor G. T. Reeves on train No. 523, Aug. 2nd declined to honor return portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor J. M. Carter, on train No. 13, Aug. 16, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor W. G. Beanland, on train No. 340, Aug. 18, lifted employe's trip pass account being in improper hands.

Passenger refused to pay fare and was required to leave the train.

New Orleans Division

Conductor A. L. Williams, on train No. 733, Aug. 3, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor R. E. Cook, on train No. 12, Aug. 7, declined to honor mileage ticket account having expired and collected cash fare.

Illinois Division

Signal Maintainer H. Backus of Monee, Ill., has been commended for discovering and reporting I. C. 25068 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Section Foreman M. Dolan, Roberts, Ill., has been commended for discovering and reporting I. C. 32568 improperly stencilled. Arrangements were made to have car restencilled.

Conductor R. H. Cassidy has been commended for discovering and reporting C. W. R. & N. car 15115 with no light weight stencilled on one side. Arrangements were made to have car stencilled.

Conductor J. Swanson train No. 391, September 10th, has been commended for discovering and reporting I. C. 141251 improperly stencilled. Arrangements were made to have car restencilled.

Conductor J. H. Lively, train No. 51, September 3rd, has been commended for discovering and reporting I. C. 38209 improperly stencilled. Arrangements were made to have correction made.

Brakeman C. W. Hippard has been commended for discovering and reporting I. C. 107683 with about 12 inches of flange broken off on wheel. Necessary action was taken to prevent possible accident.

Agent J. A. Broom has been commended for discovering brake rod dragging on coal car in train No. 74 while same was passing Alma, Ill., September 1st. Brake rod was removed, thereby preventing possible accident.

Section Foreman Charles Curtis has

been commended for discovering brake rod down and dragging in Extra 1554 south, just north of Manteno, September 18th. Necessary action was taken to remove brake rod, which undoubtedly prevented possible accident.

Memphis Division

Agent O. D. Hinshaw, Banks, Miss., has been commended for discovering and reporting brake beam dragging under N. Y. C. 27322 in train 372 while passing his station September 25th. Train was stopped and brake beam removed, thereby preventing possible accident.

St. Louis Division

Conductor W. B. Norbury and Engineer H. Lemon discovered fire in I. C. car 105317 at Tilden while on extra north engine 829 September 14th. Extinguished same and prevented loss,

for which they are to be commended.

Extra 820 north 5:35 a. m. September 18th, Conductor W. B. Norbury and Flagman J. Newman, at Mile No. 21 south of Freeburg saw indications of car theft. Train was brought to stop and in order to prevent additional delay to the train, Conductor Norbury instructed flagman to go back and investigate, with result that they took into train master's office at East St. Louis goods amounting to approximately thirty dollars.

On morning of September 19th Agent Freeburg advised that American Express Company invoice was found near that point covering shipment of goods mentioned in paragraph next above, and which had evidently fallen from some express car. The action taken by the men mentioned is meritorious.



Division News



Springfield Division

Conductor Clark Watson and wife have returned home after a three weeks' trip to Colorado.

Conductor C. P. Freeman and wife, and Flagman E. L. Mitchell have returned to work. They have been spending the past three weeks in Minneapolis, Minn., with relatives.

W. B. Herron, conductor on the Havana District, who was granted an extended leave of absence some time ago on account of poor health, and who has been spending the time on a farm near Hastings, Mich., writes he will return to Clinton within a week or two ready for duty. "Bill" says the pay wagon does not come around often enough on the farm, especially when you do not have good success with your crops.

Conductor J. P. Donegan and wife have returned home after several weeks' visit with friends in Minneapolis, Minn. They made the trip in Mr. Donegan's Ford automobile. Mr. Donegan's mother who had been spending several months in Minnesota accompanied him home.

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 48-page illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Scaly Eyelids and Granulation

Brakeman Carl Johnsey, J. L. Pickle and Ernest Sledge, brakeman from the Tennessee Division, who have been working on this division for the past month, have returned to Water Valley, Miss., at their own request.

J. W. Frey, formerly passenger flagman on trains 19 and 20 between Chicago and St. Louis, is laying off and moving his household goods to Springfield, where he is working as brakeman on local trains 595 and 596.

Conductor Chas. Ott leaves the first of October for London, Ontario, for a visit with relatives. He expects to be gone three or four weeks.

R. Buckles returned to duty at Le Roy, September 17, after 30 days' leave of absence.

J. M. Pitts, agent at Deland, is taking his annual vacation, being relieved by Henry Tobin.

J. L. Fleming is relieving C. W. Donaldson at Mt. Pulaski for 30 days.

T. B. Walker, agent at Patoka, expects to take 30 days' vacation, commencing the first week in October.

T. R. Cox, agent at Macon, is on a vacation and when last heard from was enjoying himself in Sioux City.

The station at Spaulding was closed September 6, displacing P. H. Espenschied, who selected Farmersville as the next best available position.

J. R. Thorne, dispatcher, Rantoul District, will resume his duties October 3. Extra Dispatcher A. L. Vallow has been on the job six weeks.

Extra Dispatcher O. C. Harwood has been busy at Clinton for the past two months, during which time some of the regular dispatchers have been taking their annual vacations.

Mr. C. L. Drago, engineer and wife will visit their daughter in Crookston, Minn.

Mr. W. G. Kimble, boilermaker, at the Clinton shops, will visit in Pierre, S. D.

Mr. Jesse L. Danison, car inspector,

at the Clinton shops, will visit in Ackley, Iowa.

Mr. Robert Taylor, engineer, and wife, will visit in Buffalo, N. Y.

Mr. Roy H. Lane, air brakeman, will visit in Louisville, Ky.

Mr. E. P. Snyder, fireman, will visit in New Orleans, La.

Mr. D. C. Potter, engineer, wife and son Wilbur, will visit in LaFayette, Ind.

Mr. A. T. McKee, engine dispatcher, and wife, will visit in Waterloo, Iowa.

Mr. Fred A. Jones, engineer, will visit in Columbus, Ohio.

Mr. W. J. Brewer, engineer, wife and daughter Jauneta, will visit in Anamosa, Iowa.

Mr. Ernest Manners, boilerwasher helper, at the Clinton shops, will visit in Central City, Ky.

Mrs. J. C. Fish, stenographer, in the master mechanic's office, attended the state fair at Springfield.

Mr. Carroll Edward Jordan is filling the position as assistant accountant while Mr. F. B. Mason is absent on account of sickness. Mr. James Victor Hines is filling Mr. Jordan's place as timekeeper in the car department during his absence.

Mr. Paul Vandervort, clerk to the general foreman, is away on his vacation and will be back about October 4th. Mr. Ardth Watt is filling his place while away. Paul's girl has a car and it is a sure guess that he will have a good time.

JOSEPH CANNON—BANANA CLERK, ILLINOIS CENTRAL R. R., INDIAN- APOLIS, IND.

Monday morning at the Indianapolis Local Freight Yards of the Illinois Central R. R. finds a large congregation of fruit wagons and trucks with their drivers and Greek and Italian buyers awaiting the arrival of the fruit for the market. A whistle is heard in the distance and the motley crowd lines up to watch the long string of banana cars backing down the perishable track. A switchman is on the rear piloting the engineer, and standing close to him is "Banana Joe," right on the job, as a minute's delay after the cars reach the outer yards rests heavily on his shoulders.

"Joe" has made himself strong with the receivers by keeping his eye on the needs of the market and forestalling any chances for complaints. From Freight House Trucker to Banana Clerk may not be a long jump but "Joe" claims he "got by" simply by making friends with everybody that could do the Railroad any good and plugging for more business whenever the opportunity presented itself. Hats off and up in the air for "Joe"!

Minnesota Division

The Coal Committee and their campaign are coming along famously. Our engineers and firemen are in the game for all they are worth and it is mighty seldom these days that black smoke can be observed coming from any of the Minnesota Division locomotives between Albert Lea and Freeport.



JOSEPH CANNON.

In the passenger service Engineer Crockett and Fireman Hoffman, hold the boards with a run of sixty-nine miles from Dubuque to Freeport on Local Passenger Train No. 38, making all stops, with 223 scoops, approximately one and a half tons. Also a total absence of pop offs was noted on this run.

Engineer C. A. Parker and Fireman Disstlemeyer head the list in freight service with a run of 723 scoops or five tons of fuel between Waterloo and Dubuque on Train No. 52 handling full tonnage.

For twenty continuous days Engineer Whittstock and Fireman Ploeger in work train service used but forty tons of coal or an average of two tons a day.

Cupid-Hymen & Company announce through their efforts and the assistance of their Waterloo representative, the Rev. J. B. Smith, Keith Crowther at last became a Benedict and on September 22 was married to Miss Alma Neubauer, also of Waterloo. Sometime ago we announced Accountant Crowthers of the Master Mechanic's office had built a new house and this evidently clears up the mystery.

That the Illinois Central is at all times interested not only in its employes but also the welfare of their families is brought out by the recent case of Frank Moran, an old employe of the Minnesota Division. Mr. Moran becoming mentally incompetent was committed to the Asylum at Independence just before his pension was granted. After investigation, the Board of Pensions decided to place the pension in the hands of a bank at Warren, Illinois, to be applied on the education of Mr. Moran's small son who had gone to that place to live with relatives. This will continue as long as Mr. Moran lives.

Agent Sievers at Dubuque says he didn't want a new freight house anyhow and will be perfectly content when he gets his new platform in.

"Feel" Lehman, in the Road Master's office, strolled in the nineteenth all puffed up and solemnly handed around the cigars. He says he weighs ten pounds and looks just like his dad.

H. L. Crowell, Tool Room Foreman at Waterloo shops, has won a place on

the State Team which will attend the National Guard Sharpshooters' contest to be held at St. Augustine, Fla., in the near future.

September 17th a silk train of ten cars made the 162 miles from Waterloo to Freeport in four hours and five minutes, which, considering the grades on the Minnesota Division, is considered pretty fair running.

St. Louis Division

Engineer McGuire, who spent several days in Chicago on committee work, is laying off for a few days and visiting relatives in Anna.

Former night yard master Don Carlisle has been appointed day yard master at Centralia and Conductor Faulkner is on the night job.

Conductor "Joe" Youngblood and Mrs. Youngblood celebrated their twenty-fifth anniversary Friday, Sept. 24th, and entertained about 200 friends at the Elks' home in the evening. They were the recipients of many beautiful



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Depositions
Daily Transcripts

SIOUX CITY, IOWA

and useful presents. We hope to be able to attend their golden anniversary.

The Eldorado district is now called the "Firing Line." Several new mines have opened up on that district and all loading heavily. Makes business good for the coal runs.

Mrs. Parker Chastaine, wife of Division timekeeper, is slowly recovering after a prolonged and a serious illness.

Miss Erna McGuire, clerk in office of Master Mechanic Branton, at Centralia, has returned from a two weeks' vacation in Chicago and Michigan. The lake breeze must have agreed with "Mac," as she is certainly looking fine.

Out of twelve married men in dispatchers' office at Carbondale, ten own their homes, which indicates thrift and contentment. A healthy condition to have in any office.

DID IT EVER OCCUR TO YOU?

That some short men do some tall thinking?

That the stamp of disgrace is often applied by the tongue of slander?

That worry is the pace maker for fleeting youth?

That it took six hundred years for Noah to get wise enough to build the

ark and only a few minutes to lose his reputation?

That the fellow with the slide trombone can be the whole thing in the band, until they throw him out?

That we would all be brave soldiers if bullets were made of rubber?

That it takes a pretty wise guy to distinguish that one knock of opportunity they talk so much about?

Vicksburg Division.

Mr. C. Bourgeois, who has been serving the Vicksburg Division as division accountant, at Greenville, has severed his connection with this division for the purpose of joining the ranks of the superintendent's office at Vicksburg, Miss., where he will handle the accounts of the New Orleans Division. All Mr. Bourgeois' many friends regretted to see him leave.

It has also been noted that Mr. Bourgeois became "dada," which took place Sept. 13. "It's a girl."

Stenographer Miss Walter McClain has severed her connection with the company "for keeps," in order that she might prepare for her wedding, which is to take place October 20. Miss McClain tendered her resignation, effective September 27. She has been in the employ of the Y. & M. V. for the past four or five years and has made a most capable stenographer. Her railroad friends regret very much to see her leave the service, but of course it was nothing more than was expected. "May her joys be as deep as the ocean, and her sorrows as light as its foam."

Time Keeper M. P. Massey was promoted to the position as chief accountant, filling the vacancy made by the transfer of Mr. Bourgeois.

Chief Clerk Mr. Seymour Simmons made a business trip to Brownsville, Tenn., Sunday, Sept. 26, only being absent from Greenville one day. He says that is too much mileage for him in that space of time, but of course when the madam says "come," it's up to him.

Mr. Wright Chenault, who has been

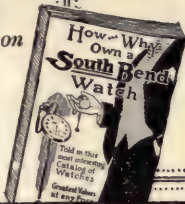


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working in Yard Master Cunningham's office at Vicksburg, has accepted the position as stenographer in Train Master's office, at Greenville.

Mr. H. L. Michaux, accountant in Greenville freight office, made a flying trip to Helena, Ark., visiting friends. He reports having a nice trip.

Mrs. D. H. Smith, employed as clerk in supervisor's office, has been promoted to position as stenographer in superintendent's office, change to take effect October 1.

Agent, Mr. E. Puckett, Arcola, Miss., is now back at work after spending his "Honey-Moon" in San Francisco and other points of interest in the "Golden West."

Mr. G. A. Williams is now pleasantly located in his new position as agent at Louise, Miss.

Mr. S. E. Stepp, formerly employed by the Southern Railway Co., in Mississippi, has accepted position as agent and operator with this company and is working at Percy, Miss.

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November 1915



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L. A. DOWNS

General Superintendent Southern Lines

L. A. Downs, born in Greencastle, Indiana, May 9, 1872. Graduated from Purdue University, 1894. Began with Illinois Central in March, 1896, as rodman and promoted through the various grades of the Engineering Department and appointed Roadmaster of the Amboy Division, Feb. 1, 1898; Kentucky Division, 1900; Louisiana Division, 1901; Springfield Division, 1902; Illinois Division, 1905. Was Assistant Engineer and Assistant Chief Engineer Maintenance of Way from 1907 to 1910. Appointed Superintendent of Iowa Division, Dec. 6, 1910; Superintendent of Minnesota Division, July 1, 1913; Superintendent of Kentucky Division, Jan. 15, 1915; General Superintendent Southern Lines, Nov. 15, 1915.

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No. 5

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Rufus Polk Neely

“R UFE NEELY,” as he was known when a boy, was born Saturday, November 26, 1808, in Maury County, Tenn., on a farm on Cathey's Creek; he died at Bolivar, Tenn., on Sunday, August 11, 1901, aged 93 years.

He was the son of Captain Charles Neely, of Maury County, Tenn., who was a regular United States Army officer under General Jackson in all of his Indian campaigns, and at the Battle of New Orleans which practically ended our War of 1812 with England. His mother was Louisa Polk, daughter of Colonel Ezekiel Polk, who was the grandfather of President James K. Polk. Captain Charles Neely was the principal contractor to furnish provisions to the Creek and Seminole Indians after their defeat by the United States troops. He died December 20, 1821. Rufus Polk Neely came to Hardeman County, Tenn., in 1821, with his grandfather, Ezekiel Polk, and worked for him, helping to clear his plantation; going to the common

school between times. Then he went back to middle Tennessee with his grandfather to bring the family to Hardeman County, which has since been their home.

In 1825 when Hardeman County was organized, Rufus Polk Neely, only 17 years old, was made its first register of deeds, which office he held till 1833; and from that time he served as deputy clerk and clerk of that county for thirty-two years.

While register of deeds, and also while deputy clerk of the county, he found time to clerk in various stores and learn general business; and he made some money taking wolf scalps, for which there was a bounty of \$3 on each wolf killed. In those pioneer days wolf scalps and fur skins generally were legal tender in any kind of trade.

In 1829, at Bolivar, he married Miss Elizabeth Lea, daughter of John Lea, a prominent merchant of Bolivar. His duties as county official were mostly

performed by deputies, and he was engaged in various successful money-making enterprises.

In those frontier days, most of the young men belonged to some militia organization as a matter of interest and amusement, as well as a wise precaution against sudden need for troops. There were more or less wars or rumors of wars all the time. Men generally were well armed with deer and bear rifles, and had practice enough to use them efficiently.

Rufus Neely's military record became noticeable in 1836 when he was elected brigadier general of militia, receiving his commission from Governor Cannon, and being placed in command of the Twenty-Second Brigade of the Tennessee State Militia.

Then he raised a regiment of volunteers to aid General Sam Houston in the Texas Revolution, and was elected its colonel. They were expecting to go to Texas to serve under General Edward P. Gaines; but the troops were disbanded by President Jackson as the United States was then at peace with Mexico.

After being mustered out of service he kept his Bolivar company organized until General Scott called for troops to remove the Cherokee and Creek Indians, when he reported to General Scott at Fort Cass, on the Tennessee River, near Chattanooga, in 1838, and he served with General Scott in getting the Indians west of the Mississippi River.

When the Mexican War broke out in 1846, he had a good military company well equipped and drilled which he tendered to General Scott, and which did good service.

As early as 1855 it was demonstrated that river transportation was not adequate or entirely suitable to develop the natural resources and the growing trade of the South. There was great interest in railroad building, and General Rufus Polk Neely was a leading advocate of an extension railroad system. He was one of the pioneer organizers of the Mississippi Central

and Tennessee Railroad of which Milton Brown was the first president, and General Neely was the secretary. The first superintendent was H. P. Handy. "Tracy Robinson," now a citizen of Colon, Panama, was next, and J. J. Williams was chief engineer. General Neely succeeded Milton Brown as president, and as such operated it till the war broke out. That road was chartered to run from the state line of Mississippi to Jackson, Tenn. It is now a part of the great Illinois Central Railroad system.

Associated in that pioneer undertaking so badly needed were other prominent citizens of west Tennessee; Robert Hurt, Dr. Butler, and Austin Miller, of Bolivar, with many others of Jackson, Tenn.

They encountered so many difficulties and needless obstructions, it is a wonder they succeeded in building the road at all before the war. Money was scarce. The old-fogy-non-progressive element did not stay content with refusing to contribute money to the enterprise, but they did all they could to prevent others from doing anything to help it along. They said river transportation was good enough, and appeared to think that railroads would hurt rather than help the state. They were opposed to anything that required either exertion or money. The country had done well with ox teams, mule power, and flat boats when they could not get steamboats. "The old way was the best." Times were hard, and money was very scarce, because much was going out and but little coming in. But these ancient and honorable Troglodites did not realize what caused the financial stress, many not realizing that there was any stress. An employe of the Illinois Central Railroad Company, now a leading business man in that county says: "In looking through out files of letters, 90 per cent of them refer to unpaid accounts. How the road was ever carried through to completion is a wonder; but that indomitable Polk will and push sustained General

Neely through the darkest hour, and to success most worthily deserved."

The Mississippi Central and Tennessee Railroad consolidated with the Mississippi Central Railroad, of which Walter Goodman was the first president till 1865; he was succeeded by Gerald West; then by H. S. McComb, of the Southern Railroad Association. The first superintendents were Wall, Frost and Barry.

General Neely was a director and actively engaged in the management of this railroad until it was absorbed by the Southern Railroad Association under H. S. McComb; and in that large corporation he was also a director and one of the managing men.

He sustained a similar relation to the Chicago, St. Louis and New Orleans Railroad, successor to the New Orleans Association, and afterwards a part of the Illinois Central Railroad system.

He was peculiarly fitted for a railroad builder, promoter, manager and operator, an unusual combination.

In 1876 Governor Porter, of Tennessee, appointed General Neely receiver of the Mississippi Central & Tennessee Railroad, (which old organization has been kept up) when the Southern Railroad Association failed to pay the interest on the first mortgage bonds that were guaranteed by the state of Tennessee. He served in this capacity till that road was bought by the Illinois Central Railroad Company under the federal court's foreclosure sale to pay off the lien of the state of Tennessee as a guarantor of said first mortgage bonds.

During his administration as receiver he paid all the expenses of operating the road and turned into the state treasury over \$100,000 profit; something that no other railroad receiver ever did in the history of such matters in Tennessee.

From 1878 until he was incapacitated by blindness and age he served the Illinois Central Railroad Company as resident director.

He was also director of the Mis-

issippi and Tennessee Railroad, running from Grenada, Miss., to Memphis, Tenn., from the close of the Civil War in 1865 until it was absorbed by the Illinois Central system, of which it is still a part.

General Neely organized the Memphis & Knoxville Railroad, designed to run from Memphis, Tenn., by way of Bolivar, Somerville, Pulaski and Fayetteville, to Knoxville, Tenn. He built a part of this line, and would have put the project through had not the panic of 1873 demoralized its financing.

He was also a director in the Canton, Aberdeen & Nashville Railroad; and of the Yazoo Valley Railroad, both now parts of the great Illinois Central Railroad system.

General Neely was a practical railroad and business man, and for his time the most progressive railroad man in his section of the country. In his struggle to build the Mississippi Central & Tennessee Railroad he had to resort to every possible means to get the needed money; and he frequently used his own personal credit to meet the pressing demands of contractors and claimants who furnished supplies and materials to build the road.

In those days money was scarce and hard to get in large amounts necessary to carry out such an enterprise as building a railroad.

To overcome these difficulties he took subscriptions of planters living along the line of the railroad, and then allowed them to work out the amounts due with their own slaves in building and constructing the road; or to pay in supplies.

It was only through his indomitable pluck and energy that he was enabled to successfully carry out the enterprise which at that time was a great undertaking.

General Neely was not only the originator, but he was the constructor and builder of the Mississippi Central & Tennessee Railroad. He also procured the means to equip and operate



GEN. RUFUS POLK NEELY

it. He operated it successfully, in spite of the dull times, until the war came on and the ravages of contending armies destroyed the line, burning its bridges and depots, carrying away its rolling stock and other equipments; each side trying to leave nothing that the other might use to advantage. Such conditions left little chance for a railroad to exist at all, much less for it to pay dividends.

In 1860, through his personal and political influence, and his friendship with Postmaster General Aaron B. Brown, General Neely established a continuous southern mail route from Cincinnati, Ohio, to New Orleans; over the Ohio & Mississippi Railroad from Cincinnati, to Odin, Ill.; from Odin, over the Illinois Central Railroad, to Cairo, Ill.; thence by boat to Columbus, Ky.; from Columbus, Ky., to Jackson, Tenn., over the Mobile &

Ohio Railroad; thence from Jackson, Tenn., to New Orleans, over the Mississippi Central and New Orleans, Jackson & Great Northern railroads.

General Neely was present when the last spike was driven near Durant, Miss., on Tuesday, January 31, 1860, connecting the two ends of the Mississippi Central Railroad, which had been consolidated with his road, the Mississippi Central & Tennessee; thereby completing the line from New Orleans to Columbus, Ky.

General Neely was elected to the legislature of Tennessee in 1839; but he appears to have been too busy doing larger things to personally spend much time enacting laws. However, he always exercised great political influence, being one of those powers behind the legislative throne that are greater than the throne itself.

General Neely's Civil War record is as interesting as it was unusual. After the trouble between the North and South had reached the breaking point, General Neely was not far away when the first shot of the Civil War was fired.

He claimed that, even if it were not "Heard around the world," the first shot was not April 12th at Fort Sumter, as many said; nor yet at the Star of the West, the United States vessel going to the relief of Fort Sumter, from a Confederate gun guarding Charleston Harbor, January 10th; but that historic "first shot" against the Stars and Stripes was fired Wednesday, January 9th, 1861, from a Confederate battery, the Quitman Artillery, on the cliff just below Vicksburg, Miss., by Horace Miller, of Miller and Marshall, attorneys at law, at a steamboat, the Tyler, afterwards a United States Gunboat, carrying the United States Flag, on her way to New Orleans. The boat did not stop, but continued on her way to New Orleans, and then soon returned to her starting point up the river, without being stopped by the enemy. This statement is made by a passenger on board the boat who still is living. The

four-pound cannon was sent to Washington, July, 1866, as a war relic.

When Tennessee seceded he organized the Pillow Guards of Hardeman County. He was elected Captain. Later he organized the Fourth Regiment of Tennessee Infantry, and he was elected Colonel. Otho F. Stahl was his Lieutenant Colonel. His regiment was part of the Pillow Brigade, under Brigadier Gideon J. Pillow, in the Division of the Confederate Army of the Mississippi commanded by Major General Leonidas Polk, known as the Fighting Bishop, he being a Bishop of the Episcopal Church. The Bishop General was an active officer in the American Army during the Mexican War, but had since been made a Bishop. For that reason he was depreciated by some of the other Confederate officers; but from the time he was stationed at Columbus, Ky., in charge of the First Division of the Confederate Army, under the command of Lieutenant General Albert Sidney Johnston, commanding the First Army Corps, till he was killed at Pine Mountain, on Sunday, the seventh day of September, 1862, "The Fighting Bishop" made good his name.

General Pillow's command was very active in numerous preliminary small engagements and skirmishes during the early part of the war, and Colonel Rufus Neely had many opportunities to aid the Confederate cause with his military knowledge and experience which was later to be utilized in a special way by President Davis near Richmond, and at other places along the fighting line.

General Neely took part in the battles of New Madrid, Steamboat Hill, Camp Redan, Fort Pillow, Columbus, Island No. 10, Fort Donelson, Belmont and Shiloh, or Pittsburg Landing.

Perhaps the Battle of Belmont, Missouri, across the Mississippi River from Columbus, Kentucky, was one of the first hard fights that he engaged in. About September 4th,

1861, General Polk had fortified Columbus so well that it was called "The Gibraltar of The South," a name later given to Vicksburg also, and misapplied as to both places.

As a preliminary move in taking Columbus, General Grant, soon after he was put in charge of the Union troops at Cairo, decided to capture Belmont, which was in command of General Pillow, under Major General Polk. While General Pillow was over at Columbus, the night of December 6th, 1861, the steamers Alex Scott, Chancellor, Memphis and Keystone State, accompanied by the gunboats Tyler and Lexington, quietly moved down the Mississippi River from Cairo, loaded with troops; the 27th, 30th, 22nd, 31st Illinois Regiments and the 7th Iowa Regiment of Infantry, Taylor's Battery, Delano's Cavalry and some other troops. They landed at Lucas Bend, about three miles above Belmont, formed in line of battle and noiselessly as possible marched down through the woods against the enemy at Belmont consisting of two regiments. The 4th Tennessee, under Colonel Rufus Polk Neely, and three other regiments of the Pillow Brigade were located at Columbus with Polk's main army.

The Cairo troops were led by General McClernand, those from Bird's Point, Missouri, across the Mississippi River from Cairo, by General Dougherty, and all were under the command of General Grant. Colonel Buford with the 22nd Illinois was on the right, Colonel Foulke in the center, and Colonel Logan with the 31st on the left.

General Pillow was surprised and taken at a disadvantage by the greatly superior force, but he hurried across the river with four regiments and was soon in the thick of the fight. They fought fiercely, and the Union troops suffered great loss, particularly in the center. General Pillow tried to cut his way out, but had to retreat into Belmont again. Meanwhile, something was doing from General

Polk's side of the river. He quickly dispatched troops on his boats and transports up the river, instead of directly across to Belmont. These troops landed between General Grant's attacking force and their boats, causing their hasty withdrawal from Belmont. Between Pillow in the rear, and the fresh Confederate troops just arrived, General Grant was beaten. There was a wild rush for his boats and the slaughter at the landing was terrible. A Chicago paper the day after stated that the 27th Illinois Regiment was practically abandoned to its fate, but the enemy failed to realize the situation, and let those disorganized men escape, instead of capturing them as might easily have been done. That same paper added: "The majority of our troops reached the boats, but every regiment suffered terribly."

The 4th Tennessee was officered as follows: Rufus Polk Neely, Colonel; Otho F. Stahl, Lieutenant Colonel; Majors John F. Henry, Henry Hampton and Luke W. Finlay, who became Lieutenant Colonel when Stahl was made Colonel after Neely was put in command of a Brigade. That regiment distinguished itself at the Battle of Belmont by its fierce resistance to such an overwhelming attacking force urged on by such gallant leaders.

General Pillow's Brigade reached Fort Donelson February 9th. They engaged in the hard fighting February 14th, the day the battle began. General Pillow opposed the needless and very unwise attack on the attacking troops on the 15th. But he was only second in command, and General Floyd had his way which led to the loss of the Fort, and of the first decisive battle of the war, for Fort Donelson was the key to the whole Western Campaign. That night Forrest and Pillow refused to surrender as Floyd and Buckner advised. They said the position of the Confederates was hopeless, at their midnight consultation, as they were then invested by four times their own number; they

having no chance for reinforcements while new troops might continue to come to Grant's aid, if needed.

Besides, the Confederates were about exhausted, having had little to eat for four days, and their ammunition was running short. When the fighting practically stopped about dark, perhaps the Confederate army might have marched out from Fort Donelson and have made good escape, as Forrest and Floyd advised. But General Pillow wished to fight again next day. Buckner wished to surrender. Pillow, Forrest and Floyd quietly marched away before daylight of the 16th, taking with them over 2,000 men. Quite a number of others, including General Bushrod Johnson, walked out and away to safety after Buckner put up his white flag. If foresight had been as good as hindsight, practically the whole Confederate Army in Fort Donelson might have withdrawn and been able to aid in making that first lucky day of the Confederates at Shiloh a decisive victory.

At the battle of Shiloh, Rufus Polk Neely was placed in command of a brigade composed of the 13th Arkansas Regiment, the Fourth Tennessee, the Fifth Tennessee, the 33rd Tennessee and Captain Thos. J. Stanforth's Mississippi Battery. Few, if any others, made a better record.

He was second in line of battle with General Polk's division, and among those who fought their way down through the whole battle ground, almost to the river by the time darkness stopped the fighting. For his gallantry in this great battle, he was made a Brigadier General, for the second day's fighting was even fiercer than the first, and the Confederates were gradually forced back by the reinforced enemy to the point from which they started fighting the previous day; and what had been a glorious victory was allowed to become a practical defeat. The night after the first day's victorious fighting, General Forrest, who had gone into the fight without waiting for his greatly de-

layed orders, personally did some reconnoitering on his own initiative. He went down within the enemy's lines, heard them talking, and discovered that General Lew Wallace was arriving with reinforcements. He hastened back, sought out the Confederate commander, and told him they would be attacked by fresh troops by daylight next morning, and that a night attack would clinch the Confederate victory, if made at once before the demoralized Union Army could be reorganized. He was invited to go back to his command, and nothing was done to avert the terrific, disastrous slaughter prepared for the next day. But General Forrest aided by General Walthall, was called upon to protect the rear of the retreating Southern Army, and probably saved it from greater disaster than had come upon it from ignoring his information and suggestion.

General Neely and his brigade were kept busy for several months. After the fall of Fort Donelson and Fort Henry, General Beauregard came from Virginia, examined the situation at Columbus, and decided with General Albert Sidney Johnston that that stronghold should be abandoned, and the works blown up and destroyed, the guns, munitions and supplies to be transferred to Island Number 10. This was done, but that stronger stronghold was also duly taken by Grant's Army. In the meantime, however, the reinforced Confederates concentrated at Corinth. Grant's Army was slowly following, when Johnston took the initiative and moved out from Corinth to attack Grant concentrating at Pittsburg Landing, on his way to Corinth. Johnston's attack was delayed one day by rain and other causes preventing the arrival of part of his army. Final defeat followed his own death in the first day's fight, Monday, April 6th, about 2 p. m., after he had practically won the day. "Men plan. The God of battles gives victory."

After that battle General Neely and his brigade stubbornly fought with the other unlucky Confederates; but day

after day, week after week, one disaster followed another; either as a definite defeat, or a partial victory not properly followed up. The Confederate Army was gradually pressed back. Later in the year 1862, General Neely was captured, but on a special order from General Grant he was released from the Federal prison at Alton, Ill., and went home to Bolivar on parole. While there attending to his business he was re-arrested and spent the winter of 1862-3 in the same prison at Alton. But in May, 1863, he was transferred to the prison at Camp Chase in Ohio, to prevent him from persuading Confederate prisoners against taking the oath of allegiance, and so getting out of Camp Chase, he was then sent on to the prison at City Point, Va., and kept there till the fall of 1863, when he was exchanged.

President Davis sent for him and gave him a commission to make Richmond his headquarters, and devote himself to gathering up Confederate stragglers at different places, and reorganize them into fighting shape again when possible; and also to gather up Federal stragglers along the Union lines, and send them to prison. This was his principal work till he surrendered with Lee's Army at the end of the war.

General Neely's younger brother, Colonel J. J. Neely, was one of General Forrest's most trusted and efficient lieutenants in all his wonderful military raids. He commanded the 13th Tenn. Cavalry through Tennessee, Mississippi, and Alabama, in all their battles and campaigns. For a time he commanded a brigade of General Chalmer's Division.

General Neely raised a family of ten children, two having died young. Five are now living: Mrs. R. L. Walker, Mrs. L. Coleman, Mrs. Kate Collins, Mrs. F. L. Miller, and only one of the three boys, Dr. J. J. Neely, now the local surgeon of the Illinois Central Railroad Company at Bolivar, Tenn.; and also superintendent of the Western Hospital for the Insane, the largest insane asylum in the state of Tennessee, with

which institution he has been connected for over twenty years.

General Neely was noted also as a journalist, exerting a strong influence in the affairs of his state, and also in Mississippi.

He lived to be the oldest citizen in Hardeman County, and died at Bolivar, in his old home, on Sunday, the 11th day of August, 1901, being almost 93 years old.

The following clippings from Tennessee newspapers show something of the estimation in which General Neely was held in his native state:

"Time flies, 32,872 days have passed since Gen. R. P. Neely was born in Maury County, Tenn., on the 26th day of November, 1808, so he is ninety years old today. He has not lived all these years in vain. He has been a very remarkable man in his day. He has always been a healthy, robust man, and continues to be so yet, notwithstanding his age. His memory of the past is good.

"He gave a birthday dinner and had a few of his friends present to enjoy the occasion. Capt. R. H. Wood, Hon. Milton Brown Gilmore, senator elect to the 51st General Assembly of Tennessee, and the Hon. C. A. Miller were among the guests. He looks as if he might reach his 100th anniversary.

"Through many dangers, toils and snares he has already come, and may a kind Providence lead him to the end and to eternal rest.

"C. C. McDaniel,

"Bolivar, Tenn., Nov. 26, 1898."

(From Jackson Sun, November 29th, 1898.)

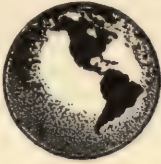
"There is yet living in West Tennessee one of the most noted characters of the early days of the state—Gen. R. P. Neely, of Bolivar. Perhaps there never lived a man in the state of a more eventful career. He is nearing the century

mark, and participated in every war in which the country has engaged for three-quarters of a century previous to the recent little brush with Spain, including many of the Indian troubles. He was a Confederate officer and a gallant soldier in the war between the states. In the peaceful history of his state for many, many years he was a notable figure, being one of the pioneer business men of this section when yet in the possession of the Indians. He was one of the chief promoters and builders, and was afterward president of the old Mississippi Central railroad, now the Jackson and Water Valley division of the great Illinois Central system, and passed as an officer of the road through all the stages of that line to its becoming a part of the Illinois Central. In social and literary circles, Gen. Neely is especially brilliant, being a man of the broadest views and the most genial spirits. For him there is always a ray of sunshine in the blackest cloud. He raised a most interesting family, each member of which became an ornament to the society of the state. The pity is that the evening of the life of this distinguished citizen and pioneer is being spent in gloom. Some years ago Gen. Neely lost his eye-sight, but this calamity in no wise dimmed his spirits or chilled his heart. If possible, it gave to his active intellect and memory a broader scope, and broadened his views of the beauties of life. He is now old and a mine of memories, whose light should not be permitted to go out before his ripe experience and great knowledge is caught and indelibly written upon the pages of history, that coming generations may know something of the man and his remarkable career. His general health is reported to be most excellent, and there are hundreds of Tennesseans who hope that he may yet round a century."



PUBLIC OPINION

What the



World thinks

Interesting Court Decisions

AT the September term of the Holmes County, Miss., Circuit Court, verdict was rendered against the Illinois Central Railroad Co. in the suit of Harry T. Cole for \$7,500. At the April term of the same court in 1913 a judgment was rendered against the same company in suit of V. P. Messina for \$10,000 and this judgment has been affirmed by the supreme court of the state, appeal having been taken by the company to the United States Supreme Court.

An examination of the facts and circumstances under which the personal injuries were sustained for which these judgments were returned furnishes an interesting story and food for reflection and may well create some concern in the minds of railroad officials and employes, and also in the minds of all good citizens as to the state of the public mind and the attitude of our courts and juries toward railroads. While it is a truism that the prosperity of many individuals, the state and the nation depends largely upon the prosperity of the railroads, the expression of this fact by many is evidently a mere platitude and not the expression of a conviction.

On July 18, 1912, train No. 2, one of the fast passenger trains running between New Orleans and Chicago, was derailed at 3:20 a. m., near Foltz, Miss. After the derailment it was found that seven trespassers had been riding on the rear sill of the engine tank and that three of these were very seriously injured. V. P. Messina sustained a

compound fracture of the right leg and left arm and other injuries. Harry T. Cole had an amputation of the left leg and Robert Murphy an amputation of the right leg. At the time these men all admitted they were stealing their way on the engine and did not claim to have permission from any one to ride.

The board of injury found the derailment was due to gravel ballast washing from the track for a distance of 350 feet, due to the overflow of a small creek caused by a hard storm about two miles west of the railroad, but which did not reach the railroad. The place of the washout, it seems, was one not usually affected by overflows. However, the engineer of No. 2 had been advised of heavy rains ahead and in consequence had lost nine minutes between Durant and Foltz, a distance of 73 miles, although no rain had fallen on the train and no evidence of trouble within that distance.

In the suits referred to it was claimed and testified to by the plaintiffs that Messina had obtained permission from Engineer George Barnett before the train left Jackson for himself and the other six men to ride on the engine and without transportation. The recoveries were sought and obtained on the ground that even though they were trespassers the company was liable because the engineer willfully and wantonly ran his train at a reckless rate of speed into this washout. The defendant proved the well known rule of the company that no one, not even an employe, is permitted to ride upon an

engine without a special permit, and that the engineer has no authority to waive his rule, much less to let one ride without any transportation whatever. Mr. Barnett testified that he did not give these men permission to ride and did not know they were on the train until after the accident and he was corroborated in this by some of the other trespassers. It was also shown that Mr. Barnett had been in the service twenty-six years, twenty-four years an engineer, the last sixteen of which were spent in passenger service.

A question of fact was therefore raised as to whether these men did ride without permission and whether knowing that they were on the engine the engineer was guilty of wanton and willful negligence in derailing his train. Because the jury found for the plaintiff the courts say it must have believed the stories of the plaintiffs and as the jury is the sole judge of the facts the verdict in the Messina case at least has not been disturbed.

Had these cases not been tried and one of them passed upon by the supreme court, who would have believed recoveries possible? Is it probable that the jury and court really believed that this engineer in utter disregard of his own life, to say nothing of the lives of his passengers and crew, ran his train knowingly, wilfully and wantonly into a place of known danger?

Of those in their proper places on the train, but three mail clerks and five passengers were injured, and they only slightly. Had these seven passengers paid their fare and ridden in the place provided for passengers, they would not have been hurt. Instead, they rode in the place of greatest danger, a place where pay passengers are never permitted to ride. Even officials of the company must be provided with special permit in order to ride on the engine, and then not on the end sill of the tank, but in the cab. If it be conceded that the engineer gave them permission to ride, it must also be conceded that he did so in violation of

rules of the company and that the company received absolutely no revenue for their carriage and absolutely nothing to compensate it for the risk of having to pay damages if they were injured.

Can one consider these cases and consider that justice has been done and that the railroads do obtain the same even handed justice in courts as do individuals and private concerns? If not, why not? Is such treatment good for the railroads, good for the state, good for the best interests of society? Who pays the bill? The railroads do, where does the money come from? If out of the pockets of their patrons, who are the real sufferers? How long will this condition last? Will it grow worse? (It certainly is growing worse, for such verdicts were never known, certainly never sustained by the higher courts until recent years.) What is the remedy? As suggested at the beginning, do not such conditions furnish serious food for thought?—The Magnolia News, Magnolia, Miss., October 7, 1915.

A COMMON POLITICAL ILL

TIME after time the Daily News has protested with vigor and earnestness against the unjust, unfair and unreasonable rulings of the Mississippi railroad commission, believing that the body clothed with authority to regulate the common carriers of our state is causing great injury to the business interests of the commonwealth.

Here is an object lesson that proves the truth of the prophecies we have uttered. Another great Missouri railroad, the M. K. & T. system, has been forced into a receivership, and now shares the fate of the Wabash, Rock Island, Frisco and Missouri Pacific, the other great transportation lines in that state.

Each of these great common carriers have been forced into receiverships by hostile legislation and unfriendly orders of the railroad commission. They were not even given a half-way decent show to operate, and it looks very

much like the railroads in Mississippi are going to share the same fate unless some common sense is manifested by the railroad commission.

Commenting on railroad troubles in Missouri the St. Louis Times says:

"Added to the burdens imposed by adverse legislation and reduced freight and passenger rates, come the additional burden of the parcel post, with its attending losses to the railroads. Transportation expenses were reduced in every direction and wherever possible by the officials of all Missouri railroads, but notwithstanding this retrenchment and the economies that were introduced in every department, one road after the other was forced into the hands of receivers.

"No state in the Union has suffered so generally and so decidedly as has Missouri. Every railroad of magnitude operated from St. Louis, excepting those affiliated with the Eastern railroads, has met the same fate. How long the roads with the Eastern connections can continue under these same adverse conditions is a matter which time alone can determine. The fact is that the people of Missouri have suffered at the hands of the Democratic and Republican politicians, who promoted and advanced their private ambitions by inciting and creating a hatred and prejudice against the railroads, which prejudice resulted in irreparable harm and injury to the state and the bond and stockholders interested in the securities of the respective railroads. In other words, we have had too much Hadleyism, too much Majorism and too much Barkerism. Political ambitions have been advanced and partially satisfied, but how about the loss suffered by the general public?

"How many more receiverships will we have to experience before the celebrities who compose our state legislature will awaken to the necessity of extending to the railroads substantial and permanent relief?"

Right now is the time for the press of Mississippi to come out actively and

aggressively and insist on a square deal for the railroads.

The people of this state have common sense, and they are not deceived by the specious arguments advanced by the persecutors of the common carriers. They have learned through the pressure of hard times, that they also suffer when the railroads suffer. The time for action has come and the sooner that our people make these blundering busybodies realize that their motives are known, and that unfairness and discrimination will not be tolerated, the better it will be for the public welfare.—Jackson, Miss., Daily News, October 1, 1915.

THE TRESPASS EVIL

As a usual thing railroads are not hard to get along with. A great many people are overbearing and expect more of a corporation than they would an ordinary private firm when both are equally entitled to the same consideration. Railroads are usually very accommodating and when they are at fault about any matter or thing, they generally make amends for it without having you resort to law and are even glad when such an opportunity presents itself. There is a human side to everything, but as a usual thing railroads are not always treated fairly. One of the matters with which the railroads have to contend is the question of stock claims and injuries to the human race. From time to time so many suits are filed against railroads, many of them having not a semblance of justice or right, that the railroad is forced to fight these suits at an enormous expense and in many cases juries over-ride justice and award verdicts against railroads that are very unfair.

The I. C. and Y. & M. V. railroads have 6,000 miles of track line, 28 per cent of which runs through Mississippi and about 78 per cent of the stock killed on the entire system are killed in this state. The truth of the matter is that about 95 per cent of the stock killed lose their lives while trespassing on the tracks

or dump of the railroad, when in truth and right they should not be permitted to graze on the track or ground of the railroads at all. If owners of stock would see that this is done, you would rarely hear of a stock claim against the railroad.

Now in regard to accidents and loss of life among the human race; in many instances when people are hurt on railroad trains or railroad tracks they are to blame. When they are not to blame, the railroads are more than willing to settle the matter amicably, giving in almost every case full compensation. Occasionally a person is hurt on board a train when the railroad is at fault, but statistics prove that about 85 per cent of the accidents on railroads are the result of trespassing on the company's property and it occurs to us that a law should be passed prohibiting people from trespassing promiscuously on the property of railroads and if this were done about 75 per cent of the suits against the railroads would be done away with. It is often the case where a hobo or negro bum is hurt aboard railroad trains while stealing a ride and after they are discovered railroad people are forced to send them to a hospital and are not only forced to pay the surgeon for treating them, but the hospital bill as well. It doesn't hurt to be considerate of railroads; they pave the way of civilization, transport your crops, haul your family away for the summer, pay their just proportion of taxes, assist with your levees and in many cases of dire distress absolutely haul your material for nothing. It pays to do right by the railroad just the same as you would do by your neighbor.—The Clarksdale (Miss.) Register, October 8, 1915.

I. C. OFFICIALS HERE

President and Others in Inspection of System—View New Depot

Very hurriedly a number of representative citizens—officials of the town, members of the Commercial Clubs and others—were called to the Illinois Central station Monday forenoon. The oc-

casion was the going through of a special train, bearing the highest officers of the system on a tour of inspection of the lines. The party included President Markham, General Superintendent Clift and others.

The stop at Storm Lake was made primarily that these officials might inspect the new depot, and at the same time get into touch with the people through their representatives, in an effort to learn how the road could most effectively aid the community in attaining its highest good. The local party was introduced to the visitors by Division Superintendent Sullivan, of Fort Dodge, who has proven himself a true friend to Storm Lake and its interests.

"We wish," said President Markham, "to express to the people of Storm Lake our appreciation of their forbearance with us in the delay that was necessary in the building of this depot. Yet I believe the town has gained by this delay, in that we were the more inclined to give what was needed in fullest measure. I can say, frankly, that this depot in Storm Lake is the equal of any on the system of the Illinois Central for a town of anything like its size."

A few other matters were talked of that were for advantage here, and in every particular it was found that the officials were anxious to anticipate the desires of the town, and to aid in its aspirations.

Those who were present were able to assure the railroad officials that the people of the town, and especially the traveling and shipping public thoroughly appreciated what the Central had done. The new depot is already a source of pride, and when the approaches and surroundings have been brought to a completion as intended, the road will have done its part well in making the first impressions of visitors of the best.

From this informal meeting it is possible that results will come that will further improve the town. But the main thing is the shown desire on part of these directors of the policy of a great system to consider the particular needs of communities, and to consult these so

far as may be possible with due regard to the larger interests of the whole corporation.—Buena Vista Vidette, October 15, 1915.

DANGERS OF THE RIGHT OF WAY

IF you are going to fool around a railroad, the safest place for you to "fool" is upon the trains. There is much less danger than there is in walking upon the right of way, or even crossing it. In fact, it seems that the safest place in the world, anyway, is upon a railroad train.

A western road recently published a few facts concerning its experiences since it became a railroad. It showed the number of millions of passengers that had been carried over the road, and the number of such passengers who had been killed or injured. A few persons have been injured upon its lines, but only two persons have been killed while riding in its coaches during all of the years it has been in existence. But there have been many killed while trespassing upon the right of way. In fact, as against the two persons killed while riding on passenger trains on the road, no less than 225 have met their death while on the right of way. This includes the number who have been killed while trying to beat the trains across a certain point.

The roads themselves are everlastingly struggling to lower this death rate of the right of way, and are making some progress, but there can be no effective remedy employed until state laws are enacted that will not only provide for the punishment of the trespasser, but also provide that there shall be no right of recovery when a person is killed or injured while trespassing.

If you are hurt while trespassing on the property of an individual there is no right of recovery. Common carriers are entitled to the same protection—in fact, there is much more reason why this protection should be given the common carrier than to the

individual, because the railroad right of way is always dangerous.

If you should walk into the front yard of a private residence on North State street tonight and get shot down a jury would promptly return a verdict of justifiable homicide. But if you get shot tonight while trespassing on railroad property, your family would promptly sue the company for damages.—Jackson Daily News, Oct. 12, 1915.

A QUESTION OF JUSTICE

ASPECIAL committee of the New York Merchants' Association, in a report based on an investigation which it has made, asserts that the railroads are underpaid to the extent of \$11,900,000 a year for carrying United States mail. Embodied in the report is a suggestion that payment be based on annual instead of on quadrennial weighings, as it is under present arrangements.

The New York Merchants' Association is the body that was responsible for an elaborate investigation a few years ago of the subject of express rates, showing that these rates were then too high. Evidently, therefore, a finding by its investigators in favor of the railroads on the question of payment for the transporting of mail is deserving of full consideration. The Merchants' association report on express rates was a factor of importance in the campaign that resulted in the reduction of those rates.

If the association's committee is right in its conclusions in regard to pay for carrying the mail it is clear that compensation to the railroads for performing this service should be increased. It is well known that the railroads have felt since the parcel post service was inaugurated that they are being victimized by the national government.

The public wants everybody to receive justice from the government, which, being particular about the conduct of oppressive private agencies,

should be equally particular about its own conduct.

The findings of the New York Merchants' Association are not conclusive on the subject, but, in the light of the railroads' long standing protests, they constitute a strong presumption in favor of increased payments for the carrying of mail.—The Daily News, Tuesday, October 26, 1915.

DISCUSSES PAY TO RAILROADS FOR CARRYING MAIL

We have before us a very interesting document, which discusses what is being said of the railroads of the country for carrying the mail, including parcel post packages. The report of a committee representing 270 railroad companies states that the average earnings per car-foot-mile were as follows: From the mail service, 3,228 mills; passenger service, 4,417 mills, and from express service, 3,855 mills. In other words, the express business yielded 19 per cent and the passenger service 37 per cent greater returns to the railroads than did the carrying of the mail. We know nothing,

of course, about the correctness of these figures, but the subject is presented in a way that must appeal to the sense of justice and fairness of the public. There has been a great deal of "romping" on the railroads in the few years past. The time-server and the politician have been by the railroads like some others of the same class have been by the nigger, "cuss" him, and by so doing hide a multitude of their own frailties. For many years the railroads enjoyed many rich harvests at the expense of the public, but they were no more responsible for that than the public officials who made it possible. However, it is a generally accepted fact that for the past half dozen years or more railway lines have barely earned more than expenses. Whatever the railroads did in the past do not justify the public in committing a wrong—two wrongs do not make a right. The railroads should be strictly supervised and held to a strict accountability, but they are entitled to a square deal. It is due to ourselves that we give it to them. If we want justice for ourselves we must give it to others.—Grenada Sentinel, October 8, 1915, Grenada, Miss.

At the suggestion of Superintendent Egan of the Tennessee Division the following circular is printed in the Illinois Central Magazine, in order that those who may feel so disposed, may contribute toward the erection of this monument.

Members of the Engineering Force,
Illinois Central Railroad Company.

Fulton, Ky., October 7th, 1915.

Gentlemen:—The bodies of two Civil Engineers who worked on the location of the railroad between Paducah and Fulton, Kentucky, are buried in the Maplewood cemetery at Mayfield, Ky.

These men died of fever at the time this line was being located. No trace of their relatives was ever found. The Ladies of the Civil Improvement League of Mayfield, Ky., purchased and had erected a tombstone to mark the graves. Same was blown over in a storm about a year ago and broken, and the ladies request that the members of the engineering force donate such an amount as they feel they can spare for the purchase of a monument to mark these graves.

There are at present 264 members of the engineering force of this company and I think we should subscribe in the neighborhood of \$300.

Will you please send such an amount as you feel you can spare to Mrs. J. L. Stunson, Mayfield, Ky., President, Cemetery Association, which amount will be deposited as a fund to purchase such a monument as the amount collected will provide.

Sincerely,

J. M. HOAR,
Assistant Engineer.



L. W. BALDWIN

CENTRAL^{OF} GEORGIA RAILWAY COMPANY

OFFICE OF THE PRESIDENT

SAVANNAH, GA., November 1, 1915.

L. W. BALDWIN is appointed General Manager, in charge of the Operating Department, effective November 15th, with office at Savannah, Georgia.

On and after that date, the heads of the Transportation, Engineering and Mechanical Departments will report to the General Manager.

W. A. WINBURN.

President.

Murphysboro, Ill.

"The Chicago of Egypt"

By Fred M. Rolens,

Publisher Daily and Weekly Independent

MURPHYSBORO, Jackson county, Ill., often called the "Chicago of Egypt," is the liveliest, best town in Southern Illinois.

It is known everywhere for its business activity and progressiveness. The town is industrial, backed up by a strong agricultural community, with natural advantages, for the building of a city. Murphysboro is destined to be one of the largest towns in Southern Illinois.

With abundance of water, plenty of coal, a shale unequaled, farm lands unsurpassed, nature has done much and an active citizenship is utilizing all these to build up a city.

Murphysboro solicits investigation and invites men of brains, with or without capital, to come and share her hospitality and her opportunities. It is located eighty-six miles south of St. Louis on the Illinois Central, Mobile & Ohio and Iron Mountain railroads and is the county seat of Jackson county. The three essentials for the successful operation of industries, i. e., coal, water and transportation, are here to be utilized by more and larger industries.

With an abundance of soft coal mined in five large collieries about the city, owned and operated by the Gus Blair Big Muddy Coal Co., the Big Muddy Coal & Iron Co., and the Gartside Coal Co., the fuel problem for the manufacturer is solved. The Big Muddy vein of coal is known all over the country as one of the best soft coals mined. The five mines employ more than fifteen hundred men.

The Big Muddy river furnishes an inexhaustible supply of water, which is filtered and piped to the residents of the city at a moderate rate by the Murphysboro Water Works, Gas & Electric Light Co.

The St. Louis division of the Illinois Central, the main line of the Mobile & Ohio, and the St. Louis division of the Iron Mountain give the industries of the city ample outlet for their products.

The Mobile & Ohio have their division headquarters in this city and have a division shops here that employ more than twelve hundred men, beside the numerous road men who make this city their home.

Murphysboro is the best lighted city of its size in all southern Illinois. Through the service of the Murphysboro Water, Gas & Electric Light Company, the city maintains a great white way extending seven blocks on the main thoroughfare, Walnut street, besides surrounding the square.

The United States government in the selection of the best materials for the construction of the Panama Canal, came to Murphysboro for one of her products. The Murphysboro Paving Brick Co., which makes a vitrified shale brick unequaled in the markets of the world, from shale which abounds in several points about the city, furnished their product after a competitive test that proved the worth of their brick.

The Brown Shoe Co., of St. Louis, have one of their large factories in this city, employing regularly four hundred

Federal Building



Stretch of good road



Murphysboro Ill.

Hospital



men and women, with a pay roll that exceeds one hundred and twenty-five thousand dollars per year.

Two flour mills with a capacity of eight hundred barrels per day each employ two hundred men. The Southern Illinois Milling Co. is located on the Illinois Central and the Reliance Milling Co. is located on the Mobile & Ohio. They make an excellent grade of flour from the soft wheat grown in the county and have a ready market for the product throughout the south.

The Southern Illinois Machine & Foundry Co. employs a hundred skilled men in their machine shops and foundry and do a large business with the mines and other industries in Southern Illinois.

The Rudolph Stecher Brewing Co. have a large plant in which are employed four hundred men in their brewing and ice manufacturing departments and their products meet a ready sale in the south half of the state.

The Anchor Ice & Packing Co. are large manufacturers of ice and have a storing plant of large capacity which is filled each season with apples grown in this territory.

The Wisely greenhouses are the largest south of St. Louis and supply a large trade in the towns about Murphysboro.

The home offices of the Murphysboro Telephone Co., with thirty exchanges in Southern Illinois, have their home offices in this city.

The Murphysboro Street Railway Company operate an electric line in the city limits and have franchises for a line between Murphysboro and Carbondale. It is planned to start this line in the spring.

Three large wholesale houses cater to the trade in this vicinity, the Borgsmiller Wholesale Grocery Co., the Ben Daniel Wholesale Grocery Co., and the Murphysboro Commission Co., each enjoying a prosperous trade in their lines.

The Murphysboro Creamery Co., in their modern plant at the northern limits of the city, and the Murphysboro Ice Cream Co. give the dairymen in the

county a home market for their butter fats and produce a product that is finding a ready place in the larger markets.

That the citizens of Murphysboro are thrifty and prosperous is evidenced by the fact that the five banks of the city have a total of deposits exceeding one and one-half million, a capitalization of one hundred and seventy-five thousand and a surplus of one hundred and nine thousand. They are the First National Bank and its allied institution, the Murphysboro Savings Bank, the City National Bank, the Citizens State and Savings Bank, and the Bank of Murphysboro.

Two newspapers, each with rotary presses, are published daily, with weekly editions.

The country about Murphysboro is rich in soils that produce large crops of corn, wheat, alfalfa, clover and timothy, the bottom lands of the Mississippi south of the city producing corn and alfalfa unequaled in any other part of the state. To the west, north and east fine crops of clover, timothy and wheat are grown. South of the city the soil is adapted to the growing of orchards and splendid crops of apples and peaches are grown.

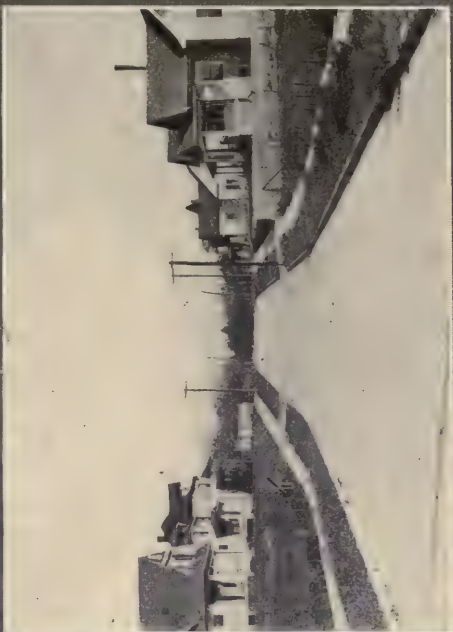
The farmers of the county are awakening to the possibilities of the dairy and live stock farming, and today scores of herds of fine Holsteins, Jerseys and Guernseys are producing a profit from the butter fat sold to the local creameries.

One of the most potent factors in building up the live stock industry of the county is due in a large measure to the influences of Egypt's Big Fair, held in Murphysboro each fall on the spacious grounds of the Jackson County Fair grounds. At this annual exhibition the finest stock of the countryside is exhibited, together with the best of the county's agricultural products.

The city has 15 miles of splendidly paved streets, granatoid walks practically all over the city, a complete sewer system and a lighting system that leaves no dark streets in the residence section. Its schools cannot be excelled in any city its size in the state. A township



Street Scenes, Business & Residential, Murphysboro, Ill.



high school, three grade schools and a parochial school care for the boys and girls of the city. The high school is a beautiful building of buff brick, while two of the grade schools have been erected in the last five years and are modern in every respect.

Seven protestant churches, three with modern church buildings, and a fourth under construction, care for the spiritual welfare of the community, together with the splendid church of St. Andrews, with its sisters convent and modern pastoral home.

The latter congregation control a hospital, in charge of the Franciscan sisters, that has no equal in the state to which the public at large are willing contributors, and which cares for the maimed and ill from a large radius about the city.

The M. E. Church last year completed a church edifice costing over \$75,000.

The city is under commission form of government and has found that by this system the affairs of the city can be kept in better condition.

The fire hazards in Murphysboro have been reduced to a minimum, through the efficient work of a paid fire department composed of chief and four men who are on duty practically all of the twenty-four hours. The chiefs automobile is equipped with chemical tanks, and the horse drawn wagon is likewise equipped. A steamer is also owned by the city.

It has good retail stores and its business men are alive to the opportunities that surround them. A new federal building costing \$88,000.00 was completed two years ago.

The Commercial Association of the city is composed of five hundred of the city's most wide awake citizens and is willing and glad to aid any industry in securing a site in Murphysboro.



LOGAN HOUSE, MURPHYSBORO, ILL.



Mines, Murphysboro Ill.





OW Employees may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employees desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employees:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Companys books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employee, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employee authorizes the Local-Treasurer in Chicago, or the Local-Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employee for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employees who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employee desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau.

Date.....

Local Treasurer.

Chicago Ill.

Will you please send me an application blank for the purchase of I.C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



*School Buildings
Murphysboro Ill.*





CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

MRS. HURLEY FINALLY LOSES HER CASE

The trials and tribulations, the joys and disappointments which follow in the wake of a damage suit against a railroad, have been fully experienced by Mrs. Willie Hurley, who formerly resided at Paducah, Ky., but who moved her residence to St. Paul, Minn., for the purpose of suing the Illinois Central Railroad Company, on account of the death of her husband, a switchman, which occurred at Paducah, March 29, 1913. Upon the first trial of this case, at St. Paul last November, Mrs. Hurley obtained a verdict against the company for \$16,700. A new trial was granted by the court upon motion of the railroad company, and this occurred at St. Paul in October, and resulted in the court taking the case away from the jury on the ground that Mrs. Hurley had failed to make out a case against the company. We quote below some of the clippings from the St. Paul newspapers concerning this second trial:

IMPORTED DAMAGE SUIT IS DISMISSED

**Kentucky Woman's Case Against Illinois Central is Sixth to Be
Thrown Out**

EVIDENCE IS HELD WEAK

Judge Hanft Rules Circumstantial
Testimony is Insufficient Basis
for Plea of Negligence

Another imported personal injury suit against a railway met disaster today when District Judge Hugo Hanft dismissed a \$30,000 suit brought by Mrs. Willie Hurley, of Paducah, Ky., against the Illinois Central railroad.

Second Trial of Case

This was the second trial of the action in seven months. Samuel A. Anderson, attorney for the plaintiff, had completed his case when Attorney C. C. Le Forgee, special counsel for the railway, moved for dismissal.

Judge Hanft gave his decision when court resumed today.

Sixth Suit Dismissed

This is the sixth important suit against the same railway dismissed in the Ramsey county district court within a year. The total damages asked in the six cases was \$225,000.

Judge Hanft held that the circumstantial evidence introduced in the plea of negligence was not strong enough to warrant the case being sent to the jury.

The suit was based on the fatal injury to Mrs. Hurley's husband, switch foreman, who was caught between two cars March 29, 1913.—St. Paul Dispatch, October 22, 1915.

SWITCHMAN, HERE AS WITNESS, DRAWS PAY

Admits on Stand in Damage Suit That His Wages Are Made Good

Minnesota may be a trifle more strenuous than Tennessee, as far as the climate is concerned, but the life of a switchman here is an easy one.

Paid While Loafing Here

Vernon Gorham, Memphis, Tenn., switchman, so indicated in his testimony in a \$30,000 personal injury suit on trial in District Judge Hanft's court today, when he told of receiving his usual pay while awaiting a call for service as a witness.

"I have been here since the first of the month and have been receiving my usual pay, an average of \$3.70 a day," testified Gorham.

Attorney Provides Cash

The switchman, testifying for Mrs. Willie Hurley, who is suing the Illinois Central for damages for the death of her husband, Uel Hurley, switch foreman at Paducah, Ky., said he came here at the instance of Attorney S. A. Anderson, and that he had received money from the latter three or four times.

Shows Switch Operations

Details of switching operations were described to the jury as Gorham was under cross-examination by C. C. Le Forgee.—St. Paul Dispatch, October 20, 1915.

OPPOSES SUITS HERE FROM OUT OF STATE

John Roubal Excused from Jury Service Because of Prejudice Against Foreign Cases

At least one St. Paul taxpayer is opposed to lawsuits originating in other states being tried in the Ramsey county courts. As a result he will not serve on the jury in a \$30,000 personal injury suit against the Illinois Central Railway on trial before District Judge Hanft.

John Roubal, 606 Van Buren street, a salesman, was excused from service when Attorney S. A. Anderson, for Mrs. Willie Hurley, the plaintiff, exercised a peremptory challenge.

"I could not try one of these imported cases fairly, I am sure," declared Roubal, while being examined by C. C. Le Forgee, special counsel for the railway company.

Sees Added Expense

Asked by Attorney Anderson why he held this opinion, Roubal declared:

"I am a taxpayer and I don't think it is right to bring these foreign suits to be tried here and cause added expense to the taxpayers of this county."

Mrs. Hurley is suing the railway for damages for the death of her husband, Uel L. Hurley, former switch foreman of Paducah, Ky. He is alleged to have been killed March 29, 1913, near his home when caught between two cars while making a coupling.

This is the second trial of the case in Ramsey county. The wife received a verdict early last year, but February 23, Judge H. R. Brill granted a new trial on motion of the railway.—St. Paul Dispatch, October 19, 1915.

WITNESS DRAWS GOOD WAGES WHILE IN COURT

Switchman Testifies He Gets from \$3.70 to \$4.40 a Day from Lawyer

"I am supposed to be paid at the regular switchman's wages of \$3.70 to \$4.40 all the time I am on this case. I have received money from plaintiff's attorney

several times since I have been here," said V. R. Gorham, switchman, witness for the plaintiff in the case of Mrs. Willie Hurley against the Illinois Central Railway Co., when asked how he was being paid for testimony in district court today.

Mrs. Hurley alleges her husband was killed while in the employ of the railroad as a switchman.—St. Paul Daily News, October 20, 1915.

EVADES KENTUCKY LAW

Mrs. Millie Hurley Testifies She Became St. Paul Resident so as to Sue Railroad

That she became a resident of St. Paul so that she could escape jurisdiction of the Kentucky court and bring a \$30,000 personal injury suit against the Illinois Central Railway was admitted on the witness stand in District Judge Hanft's court yesterday by Mrs. Willie Hurley.

Mrs. Hurley testified she had lived sixteen years in Paducah, Ky., where Uel Hurley, her husband, a former switch foreman, was killed in March, 1913. She has been here seven months, she said, and was living here at the time of the first trial of the case, which Judge Brill ordered retried.

She admitted she had been previously enjoined from bringing this action into a foreign county for trial by the Kentucky courts, because she was then a resident of that state.—St. Paul Pioneer Press, October 21, 1915.

ARGUE DISMISSAL MOTION

Attorney for Illinois Central Says Plaintiff in \$30,000 Suit Fails to Establish Case

For five hours yesterday attorneys in a \$30,000 personal injury suit against the Illinois Central Railway argued a motion for dismissal of the action. District Judge Hanft took the motion under advisement and will make his decision at 10 a. m. today when court resumes.

Attorney C. C. Le Forgee, special

counsel for the railway, asked that the case be dismissed on the ground that the plaintiff's evidence failed to show the railway was guilty of negligence. There was no eyewitnesses and the weight of the circumstantial evidence is the problem to be determined.

Attorney Samuel A. Anderson represents Mrs. Willie Hurley, who asks damages for the death of her husband, Uel Hurley, former switch foreman at Paducah, Ky.—St. Paul Pioneer Press, October 22, 1915.

COULD NOT "PUT IT OVER"

Frank McBee sued the Illinois Central Railroad for \$15,000 at Council Bluffs, Iowa, in November, 1912, for an injury alleged to have been received one year previous while he was working as a car repairer and engaged in the act of re-railing a car. He did not complain at the time of any injury, and continued at his regular occupation for nearly a month without mentioning the matter. He then asked for a leave of absence for a week, at the expiration of which time he returned to work and continued for a little over two weeks, at which time he left the service, giving no reason. The next thing that was heard from McBee was notice of a \$15,000 law suit filed one year afterwards.

From the action of McBee, in not saying anything about the alleged injury until a year afterwards, it appeared that the case was without merit. A thorough investigation was conducted, which developed that McBee, during his lifetime, had quite a checkered career. He received an injury at Bigelow, Missouri, about four years ago, which injury, it was apparent, he was trying to palm off on the railroad. He was convicted for larceny at Leon, Iowa, and sent to the Fort Madison penitentiary, where he remained for about eighteen months. In addition, he had been arrested on two occasions at Council Bluffs; also had been injured at Council Bluffs while working with a contractor. He requested the contractor not to tell the Illinois Central claim department representative anything about this accident.

The case came up for trial in the Federal court at Council Bluffs during September, and McBee testified, on cross examination, that he had never been in jail; had never been injured before or after the alleged accident. He was put on the stand in the forenoon and at the noon hour his attorney, who evidently became disgusted with his client, advised that he would have nothing further to do with the case, and when court convened, dismissed the suit.

The investigation of this case, which extended over a period of three years, required that this man's record be looked up in Missouri, Nebraska, and Iowa, and put this company to a large expense, to say nothing of the trouble. This is an illustration of the many injustices perpetrated upon railroads, of which the public has very little knowledge.

MORE TRUTH THAN POETRY

There was a man who fancied that by driving good and fast

He'd get his car across the track before the train came past.

He'd miss the engine by an inch, and made the train hands sore.

There was a man who fancied this; there isn't any more.

There was a man who thought that he could win a little bet

By quenching in some gasoline a lighted cigarette.

He thought the fluid, being wet, would douse the flame somehow.

There was a man who reasoned thus. He is not with us now.

There was a man, once on a time, who confidently swore

That he'd jump off the Brooklyn bridge and calmly swim to shore.

He said the thrill that he would get would prove extremely pleasant.

There was a man who held these views. There isn't at the present.

There was a trainman, who, I'm told, did boastfully declare,

He'd step in between two moving cars, to adjust the coupler there.

He spoke of taking chances with exasperating pride—

There was a man like this; but between those cars he died.

—*New York American.*

VIEWPOINT OF A MISSISSIPPI WOMAN

More than a year ago General Manager Foley issued a circular, which was distributed in Mississippi, calling upon people along the lines of the Illinois Central and the Yazoo & Mississippi valley to co-operate with the railroads in keeping live stock off the track, and directing their attention to the danger to human life caused by derailments of trains on account of striking stock. On the margin of one of Mr. Foley's circulars, a Mississippi woman, Mrs. A. L. Polson, has written the following, which was sent to Claim Agent Jolly at Clarksdale:

"We read a great deal about this matter and appreciate the situation thoroughly, but when a fellow presents the railroad with a right of way through his farm and 'Old Pide' sees fit to crawl through the wire fence and stroll on said right of way, the usual thing happens, in spite of all our wishes to the contrary. However, as time rolls on, the common people realize the railroads are not built especially to put them out of business, for the roads cannot prosper unless the people are prosperous, and a much better feeling exists between railroad owners and the common people than ever before, because the companies are reaching out to the people in a fraternal way, thereby establishing a better understanding. Personally, I protect the railroad property on my farm as I would my own and feel that all right-minded people should do the same."

C. M. COLEMAN AGAIN

Our readers will recall C. M. Coleman, the brakeman, who claimed to have sustained an injury near Freeport, resulting in total paralysis, and who brought suit at St. Paul and lost his case, after which his "permanent" paralysis of lower

extremities improved to such an extent that he was able to go into the saloon business at Springfield, Illinois. It seems that the tables have been turned on Coleman. He tried to "skin" the railroad company and failed. According to the Springfield News Record of the 19th ult., Coleman has been "skinned." The News Record says:

Patrick Carroll, of Edgar county charged with working a confidence game on C. M. Coleman, a saloonkeeper of 1161 North Eleventh street, waived a preliminary hearing before Justice Reilly, and was held to the grand jury in the sum of \$500. Carroll gave bond and was released.

It was charged that during fair week Carroll gave a check to Coleman for \$166, which the latter cashed. When the check was banked, according to Coleman, it was announced that payment had been stopped.

QUICK ACTION OF A JURY

On night of March 14, 1915, two negro men boarded fast south-bound passenger train No. 103 at Louisville union depot with tickets to West Point, Ky. On leaving West Point they were still on the train, and upon inquiry they advised Conductor Hansbrough that they wanted to get off at West Point, claiming station was not announced. It was such a clear case of trying to "work" the conductor for a longer ride that they were ejected about four miles south of West Point. They filed suits, claiming illness on account of being put off at midnight in the rain and no place to stay. They carried a suitcase of questionable contents, but in the confusion they left a small tarpaulin which was marked with letters and numbers, nicely fitted up for "crap shooters." This gambling cloth was spread before the jury during examination of witnesses, and the comments of some of the negroes on cloth in evidence caused considerable laughter. Both negroes denied any knowledge of said article, and both expressed utter ignorance of purposes of its use. As one of the negroes could not name a single employer for whom he had worked in

more than three years, and both looked the part of having a fondness for the game, and as the proof showed there were hundreds of negroes working down near West Point on the government dam, it took the jury only five minutes to return a verdict for the railroad in each case.

A DANGEROUS PLAY GROUND

An eight-year-old boy lies at a local hospital hovering between life and death as a result of injuries received while "flipping" a railroad train at Rockdale last Sunday. Both legs and one arm are gone. If he lives his future will be dark, indeed.

We call attention to this unfortunate case at this time as a warning to parents to try and keep their children away from railroad trains. Statistics kept by railroads show that most of the deaths on railroad tracks are those of trespassers. The number of children killed or maimed annually is staggering.

Parents and teachers should use every means to instill in the minds of their charges a fear of the danger of playing around railroad tracks and particularly "flipping" trains. — Dubuque (Iowa) Times-Journal, October 8, 1915.

THE RAILWAY CLAIM AGENT

Mr. R. H. Doolittle, claim agent of the Colorado & Southern Railway Company, was recently asked to give his views about the peculiar qualifications necessary for success in a claim agent. We give his reply in full:

"The claim agent must listen without fatigue; hear and be deaf; bear and forbear. Be truthful and cautious; patient and aggressive; retiring and persistent; gentle and firm; merciful and exacting; humble and assertive; just and economical; joyful and serious. A fighter who can compromise; honest and diplomatic; human and humane; measure consequences and abandon them; read people and not judge them; a leader and susceptible of being led; a seeker after truth and approbation and stand for slander and abuse; able to endure and survive between consuming fires; know all trades



"We've won that case of Thompson's against the railroad company," said the junior partner. "What shall we charge him?"

"Let me see," said the senior partner. "What was the amount of the damages?"

"Twenty thousand dollars."

"Make his bill out for nineteen thousand and five hundred. He's entitled to something for giving us the case."—New York World.

and professions (as he meets them all). Create his opportunities—they are rarely presented to him; enter contests on short notice, where only the 'fittest' survive, without choice of ground or weapons. Be the general 'dumping' ground for the shortcomings and mistakes of other departments and dispose of them with accuracy of judgment—conscious of his company's rights. Be responsible for all he does or says, and carry with him an abiding faith in the glory and justice of his God—for he must be a Christian, as his only reward and the understanding of his acts will be in Heaven.

He is successful in proportion to his ability to attain the above, which is only a part of what may be required of him."

ECHOES FROM THE CLAIM DEPARTMENT

The claim department of the Illinois Central is continually receiving claims from persons for some minor loss, or what they imagine to be a loss. While our account of a few of these claims may seem an exaggeration, nevertheless they are really true as the claim agent has the communications on file and they can be seen by anyone. A few of the specimen communications are given below:

A man residing at Grand Tower claims \$65 damages for his cow which he says will never be any good to him, on account of injuries sustained by being frightened by an I. C. train. The cow was on the track and the train frightened her off the track, in order that she would not be hit. In leaving the track

Bossie missed her footing and started to slide and in this slide the bone in her tail was broken. There is at the bottom of the embankment a large amount of quicksand and into this mirey substance plunged the cow nearly submerging her. The man says this cow is not as good as before the accident, so refuses to accept her and demands the above damages to purchase a new cow.

Another point on the road a train ran over a cat, and Pussie's mistress wrote the company that they should pay her damages for the cat, as she had a "perfectly beautiful," bushy tail and the family was so lonesome without her.

One man says that he should be given \$5 damages for lost feathers. The claim agent wrote the man asking him in just what manner these feathers were lost by him. A reply was received stating that he owned a large flock of geese and that one of the company's trains frightened the flock from the track and that they went into a briar patch and were robbed of some valuable feathers. He states he went to the briar patch and after examining it surmised that there were \$5 worth of feathers there and demanded the company to pay the same.—Carbondale (Ill.) Daily Free Press, September 29, 1915.

"CINCHING" THE FACTS

A little before noon on August 1, 1915, Agent A. S. Dale, of Ullin, Illinois, reported to the local claim agent at Carbondale that a colored boy, fourteen years of age, by the name of Jewel Exum, had just been killed by a train backing on the south-bound main track a short distance north of his depot. Upon the first train came to the claim agent detailed written statements which Mr. Dale had immediately taken from eye witnesses. Such thoughtful and prompt action is a wonderful help not only to the local investigator, but the facts are "cinched" in the interest of exact justice thereafter.

ENGINEER KILLED WHEN TRAIN HITS COW

Alexandria, La., Sept. 22.—A cow on the track caused the derailment of the

engine, tender and five cars of merchandise, which was being hauled by fast freight train No. 93, on the Rock Island railroad from Memphis to Alexandria at Quitman, La., early last night, resulting in the instant death of Engineer Si Perkins and the probably fatal injury of Fireman McInturff. The engineer was caught under the engine when it turned over and the fireman was thrown out of his cab across the right of way fence. Two of the cars were struck by the engine about 100 yards from the depot at Quitman. Perkins resided at Eldorado, Ark., and has a wife.—The Osyka (Miss.) Herald, Sept. 24, 1915.

CHANGE OF SENTIMENT IN ATTALA COUNTY

In former years Attala county, Miss., was a fertile field for the damage suit lawyer and litigant, but the citizens of that county have evidently discovered that this industry does not benefit the county but is very expensive to the tax payers. At one of the court terms last year the railroad company won ten suits in a row and at the September term this year it won two of the three cases tried. One was a drainage case and the other, that of Hugh Wilson, colored, was a fair sample of a large per cent of the suits with which the dockets in many counties of Mississippi are crowded.

This negro claimed to have purchased a ticket at Kosciusko for Hoffman, a flag stop on the main line north of Durant, and that he was told by the agent to board the second train north from Durant after his arrival there, and that it would stop for him at Hoffman; that he did board such train and was cursed and kicked off by the conductor. Not a single witness other than himself was introduced in his behalf, while six white men and three negroes appeared for the defense and denied his story. They showed that, although he had been advised by the agent at Durant that the first train that stopped at Hoffman was one at 10 a. m.; that he tried to board No. 6, not scheduled to stop there, and was prevented from doing so, and that the conductor never saw him nor had anything

to do with him, and that he admitted as much to his employers on his arrival at Hoffman.

In the face of the overwhelming proof against them, the attorneys for the negro wasted forty minutes and much fervent oratory in trying to convince the jury that their client should be believed in preference to the nine witnesses who appeared against him, but times have changed and a verdict was promptly returned for the company.

After the trial several of the jurors were heard to state that there was a time when a verdict could be obtained against the railroad company in Attala county in most any kind of a case, but that they had got tired of such frivolous law suits; that in order to win now the plaintiffs must have a case of some merit. Happily for the tax payers, as well as the railroad company, this feeling is fast spreading throughout the state, and the time is probably not far distant when juries in all counties will follow the example of those in Attala and examine more carefully into the merits of cases submitted to them.

BEWARE, OH BEWARE!

You boys who jump on and off moving trains and you fellows who visit the "hi-hi" and "fire-water" joints, listen here to what the newspaper published at Amite City, La., said in last week's issue about a young man who, it seems, indulged in such. According to the Parish here is the way it all happened:

Fred Cutrer, a young white man aged about twenty-six years, and a resident of the eastern section of the parish, was sent to the Charity Hospital in New Orleans on the fast mail late Saturday afternoon. Cutrer, it is alleged while under the influence of liquor, attempted to board a freight train near Tickfaw, a small town a few miles south of Amite City, and missed his footing resulting in his left foot becoming badly mangled under the wheels of the train. Members of the crew evidently did not know an accident had occurred, and a gravel train passing within a short time afterward discovered Cutrer, stopped and

placed the young fellow aboard and brought him here where Dr. Stewart dressed his wounds and advised that he be sent to the hospital. Cutrer's leg from knee down was badly injured and the foot was barely hanging by a thread. Cutrer lingered until Sunday morning, when he died following the amputation of his leg. His body arrived in Amite on the afternoon train Sunday and was met by members of his family who conveyed it to his old home east of Tangipahoa river. The burial took place Monday.

Cutrer's father was in Amite Sunday and was almost prostrated over the loss of his boy. The young fellow is said to have been very industrious and was considered a splendid young farmer. He leaves a large number of relatives to mourn his death.—The Wesson (Miss.) Enterprise, September 3, 1915.

KILLING STOCK IN MISSISSIPPI

The I. C. and Y. & M. V. railroads have 6,000 miles of track line, 28 per cent of which runs through Mississippi and about 78 per cent of the stock killed on the entire system are killed in this state. In the face of these figures, who can maintain that railroads do not assist in the upbuilding of the state, with replenishment of the finances of certain needy citizens of Mississippi.—Vicksburg (Miss.) Herald, October 12, 1915.

LAWYERS OFFER TO COLLECT DAMAGES ON MOVIE SMASH

Within a short time after a street car struck an old wagon at the intersection of Second Avenue and Nineteenth Street, between 4 and 5 o'clock Thursday afternoon, part of the moving picture taking of the Birmingham Railway, Light and Power Company on "Safety First," several attorneys made their appearance and offered "services" in collecting damages.

After the accident, a big crowd gathered and it was quite a while before it became known that the accident was all prearranged and that it was pulled off to demonstrate how easily accidents can happen. The film was taken from a

window in the Florence Hotel, and in a few weeks will be shown to the public here. Of course, the driver of the wagon was in the employ of the street railway company and the people on the street car had been warned before hand not to be frightened when the accident happened.—Birmingham News.

He Turned a Deaf Ear to Lawyers

Walter W. Reyburn, a fireman, was seriously and permanently injured at Gilman, Illinois, on August 24, 1914. He had been promoted to the position of engineer, but on account of depression in business, he went back to firing temporarily, and was firing engine 1509, on the night of August 24, 1914. While taking coal at Gilman, he in some manner fell from the tank, resulting in fracture of his spine. He had been in service for many years and had a splendid record. He was loyal to the company while he was working. He was loyal and patient while he lay in bed as a result of the unfortunate accident. Scores of lawyers and their representatives brought great pressure to bear upon him to enter suit against the company, but he turned a deaf ear to all their entreaties. When the time arrived and he was ready to consider settlement, the matter was taken up with him in the regular way, and finally, a few days ago, the claim was settled. After the settlement, the following correspondence passed between Mr. Reyburn and the Chief Claim Agent:

Mr. W. W. Reyburn,
9438 Champlain Ave.,
Chicago, Ill.

November 1, 1915.

Dear Mr. Reyburn:

I wish to congratulate you on the splendid manner in which you personally, without assistance, conducted the negotiations for settlement of your case. I am pleased that the claim has been settled and is out of the way, and I think that your friends among the employees and officials of the company will also be pleased.

I sympathize with you deeply and sincerely trust that you will steadily improve and that you will yet be able to enjoy life. If there is anything that I can do for you, please do not hesitate to call upon me.

Yours very truly,

H. B. Hull, Chief Claim Agent.

Chicago, November 2, 1915.

Mr. H. B. Hull,
Chief Claim Agent.

Dear Mr. Hull:

Yours of the 1st received and contents noted. I wish to thank you for your kindly letter; also for the considerate and gentlemanly manner in which you carried on negotiations with me in the settlement of my claim. The more I think of this matter, leads me to believe that the company was as fair as possible with me. I will say to you that I am satisfied with our settlement, and have the best of feelings and good will for the old I. C., and, I take this means to convey through you my thanks and appreciation to the present management, and wish them the best of success and prosperity in the future.

I am vain enough to say that I'm proud of the fact that the money I got is all mine, not a cent of it went to any legal representative. I have always felt that the I. C. did not owe the minions of the law any money; at least not through me. If you should ever have reason to believe that I can be of any service to you, and it is in my power to help you, I shall be only too glad to serve you.

Yours truly,

W. W. Reyburn.

P. S. Don't forget Cary. He's O. K. A gentleman from his shoes up.



Scene on Big Muddy
River

Murphysboro, Ill.

I. C. Passenger Station



Swallow Rock



• 1915



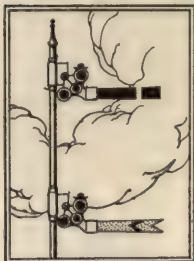
Carlin Lake



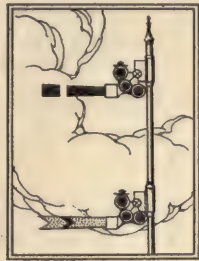
Tower Rock



SAFETY FIRST



COURTESY
AND
EFFICIENT
SERVICE
ALWAYS



Always Safety First—They Just Hate to Wait

"Hurry up, and we can get across. He'll hold the gates for us," said the woman in the automobile approaching the railroad intersection.

But the man who was driving stopped the car at a safe distance from the crossing.

"What's the use?" he answered. "We're in no particular hurry. Why should we risk our lives just to get across before the train comes?"

"Well, I just HATE to wait," pouted the woman.

"Huh!" grunted the man, "you're like a lot of others I know. That's why a crossing watchman's hair gets white after he's been on the job a few months. If you haven't any regard for your own skin, be a little considerate toward the poor devil that's trying to keep it whole for you."

"Why, I never thought of it that way," exclaimed the woman.

"Of course you didn't!" retorted the man. "Nobody ever seems to. It takes a fellow that's had some experience to know how the crossing guard feels. It's these geeks who've never been up against real danger, and who've never had the responsibility of keeping other folks out of danger, who take the risks that fill the newspapers with accident reports. At this very crossing there have been several automobile smashups and a number of lives lost,

and all because the drivers thought they knew more than the crossing watchman. They thought they could 'make it' even if the gates were going down, and I'll bet that watchman has prayed some pretty stout prayer every time he had to hold the gates half way for one of those fool drivers and every time he watched a pedestrian trying to beat it across the tracks when a fast train is coming."

"Well, I don't think we ought to have these grade crossings, anyway," declared the woman. "They are a menace."

"Right-o," agreed the man. "But as long as they're here I'm going to exercise some common sense about it, and not look upon the guardian of the place as my natural born enemy. Gee whiz—the way some folks act when the watchman flags them, you'd think he was doing them a personal injury."

* * * * *

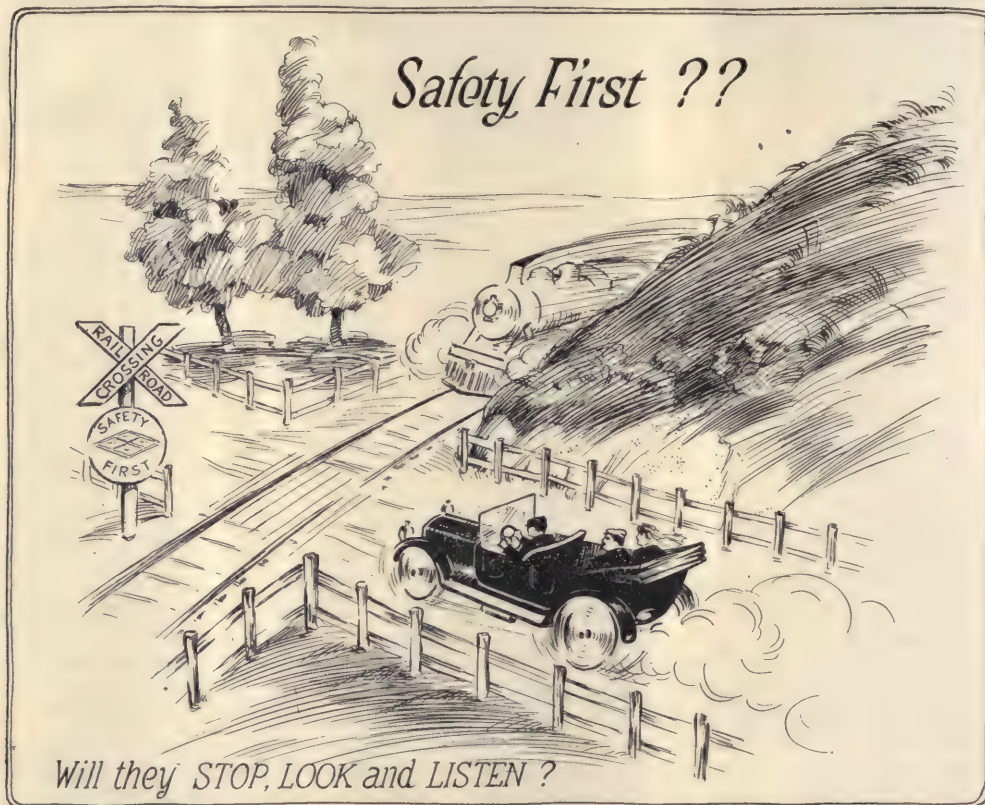
"It's the same way with the crossing policeman. You'd think he was there just to give you a chance to sidestep him. He's doing his level best to preserve life and limb and property, but because he represents authority, the average American thinks it's his inalienable right to cut catercorner if he wants to, and abuse the 'cop' if he presumes to curtail a citizen's liberty to do as he pleases."

"You don't see that sort of spirit anywhere except in this country. We resent

any kind of authority here, even though it's exercised for our protection. The individual is rampant in America and isn't willing to concede individual rights to others. The spirit in the average American would stop that freight train to let his measly carcass get by first, and it doesn't care a hang about the other fellow's rights or convenience.

"Well, it's a mighty long freight train," complained the woman. "We might be almost down town by this time."

"Yes—and the undertaker's ambulance might be carting us to the morgue," commented the man.—Cleveland News—The Railway Conductor.



Safety in Railway Operation

By Francis W. Lane, in the Searchlight

THERE is probably no class of industrial accidents that has ever been subjected to so minute a scrutiny as have railway accidents. There is no class of casualties concerning which the records of number, causes and effects are so complete as are the records of those resulting from the operation of railways. These records are furnished in great detail by the railways and are compiled and published by the government. They are reliable. They are open to the inspection of

every one. They are easily accessible. Yet probably there is prevalent more general misunderstanding as to the causes and the extent of the hazard in railway operation than prevails in connection with almost any other industry.

Not the least curious item of this misunderstanding is that the very feature to which is attributed much of the danger is the one which investigation has shown has more largely than any other been instrumental in

the reduction of casualties. It is known that the volume of service performed by railways has increased enormously within recent years, and, with occasional fluctuations, from year to year. It is known that the railways have every year increased the size of their locomotives, the capacity of their cars and the number of cars in their trains. It is a common impression that the hazards peculiar to the business have increased in at least as great a ratio as the increase in the volume of service performed. It is a prevailing belief that the business is more dangerous now than formerly, not only to those engaged in it, but to the public as well. It is even asserted that in the interests of economy an unnecessary element of danger has been introduced by the use of more powerful locomotives, bigger cars and longer trains.

The supposition that the element of danger has increased with the increase in the volume of business is perfectly natural. Belief that it has increased in the same ratio is, however, erroneous. One of the means by which a seemingly natural tendency has been offset and the extent to which it has been effective are pointed out as follows.

Last April a railway accident record that has been kept month by month for 43 years, almost fell down for the first time. This does not mean that in that month no train went wrong or that no employe, passenger, or other person was injured by the movement of a railway train. There were two accidents, it is true, of sufficient importance to get a mention in some daily paper. But in the whole month, of all the trains of every kind upon all the railways of the United States there was not an accident that would make what a newspaper man calls a "first-page" story and only two that appear to have been important enough for mention upon any page. In neither of the two accidents was any person killed and in the two only seven were slightly injured.

Nor does this record or absence of record mean that there are to be no more railway accidents. Unfortunately, accidents may be counted upon as an occasional certainty so long as railways run trains, so long as mechanical appliances get out of order or break and so long as human nature is fallible or is so constituted that a man will take a chance.

The record referred to, as well as the accident statistics kept by the Interstate Commerce Commission, since 1901, point to April as a month that seems to enjoy a degree of immunity from casualties incident to railway operation. The only explanation that can be given is a combination of favorable weather and a between-season moderation of volume of traffic. A decrease in traffic enables a reduction in the number of trains operated.

The one certainty about railway accidents is that some will occur. The number of trains is, to a remarkable degree, an index of the extent of their occurrence. This is shown by all the reliable accident statistics that have

ever been kept. Casualties to passengers, trainmen, other employes, persons at grade crossings, trespassers on railway track and in yards, hoboes riding on trucks or truss rods—the exceptions to the general rule are hardly sufficient to prove it, if one were bent upon having that class of proof.

During the last few years there has been much said about "safety first." More has been said about it in connection with railway operation than in connection with any other industry. Probably this is because railway operation is recognized as, on the whole, a dangerous occupation. A better explanation still is that it, in one form or another, comes close to the path of almost every person going about his own business or pleasure. In other words, whatever element of danger there is about the movement of trains affects not only those who operate them, but those who are directly or indirectly benefited by the fact that they are operated; and that is everybody. Therefore, the elimination or minimization of the element of danger in railway operation is a matter of general personal concern.

Under the conditions that control railway operation in the United States and under those which must control until the whole country is populated to a density comparable with that of the principal countries of Europe, or until the capitalization or earnings of railways are increased to many times their present amount, the greatest possible measure of safety that railways can adopt is in the reduction of the number of freight trains in relation to the volume of traffic handled. The connection between number of passenger trains and total number of casualties is not close. This will seem strange, but the accuracy of government statistics that show it is unquestionable.

On the other hand, there is a relation between the number of railway accidents and the number of freight trains run that is so close as to be almost uncanny. This statement covers accidents resulting in death or injury not only to railway employes, but also death or injury to passengers and all other persons, even trespassers. In 90 per cent of 201 comparisons recently made, the rule holds that accidents increase or decrease according to the number of freight trains run. The comparisons cover collisions, train accidents and accidents resulting from the movement of trains. They cover accidents to all classes of persons killed or injured.

The accompanying table presents the facts regarding the relation of freight train miles (number of freight trains) to number of collisions and to the numbers of persons killed and injured in them. The table includes casualties not only to railway employes but to passengers and others. It shows that during the ten years covered by the statistics every increase in the number of freight trains was accompanied by an increase in number of collisions and that every decrease in the number of freight trains was accompanied by a decrease in the number of collisions. In every

Paving Brick Co.



Murphysboro



Some of the Industries of Murphysboro, Illinois



year but two the number of persons killed, and in every year but one the number of persons injured, varied with the total of freight train miles run.

The same relation is shown when the number of employes and the number of passengers killed and injured are taken separately. It is also shown when the comparison is made, not as to collisions alone, but as to all classes of train accidents.

There is space for but one more comparison. This relates to casualties to passengers in train accidents. In the column showing number of passengers killed there is one exception to the rule that increases and decreases in freight train mileage are accompanied by increases or decreases in fatal casualties. In the column showing number of passengers injured there are two exceptions.

Collisions—Number and Resulting Casualties

| | Frt. Train Miles | | No. of Collisions | | Killed | | Injured | |
|-----------|------------------|-------|-------------------|-------|--------|-------|---------|-------|
| | Inc. | Dec. | Inc. | Dec. | Inc. | Dec. | Inc. | Dec. |
| 1905..... | 546 | ..... | 6,224 | ..... | 608 | ..... | 7,111 | ..... |
| 1906..... | 594 | ..... | 7,194 | ..... | 604 | ..... | 7,914 | ..... |
| 1907..... | 630 | ..... | 8,026 | ..... | 776 | ..... | 9,541 | ..... |
| 1908..... | 587 | ..... | 6,363 | ..... | 414 | ..... | 7,712 | ..... |
| 1909..... | 568 | ..... | 4,411 | ..... | 342 | ..... | 5,395 | ..... |
| 1910..... | 635 | ..... | 5,861 | ..... | 433 | ..... | 7,765 | ..... |
| 1911..... | 626 | ..... | 5,605 | ..... | 436 | ..... | 6,994 | ..... |
| 1912..... | 612 | ..... | 5,483 | ..... | 378 | ..... | 7,949 | ..... |
| 1913..... | 644 | ..... | 6,477 | ..... | 457 | ..... | 8,031 | ..... |
| 1914..... | *612 | ..... | 5,241 | ..... | 287 | ..... | 5,876 | ..... |

*Estimated from freight ton miles and number of locomotives assigned to freight service, according to basis given in advance sheets of report of Interstate Commerce Commission for 1914.

From Interstate Commerce Commission Accident Bulletin No. 36 (1910), page 19; Accident Bulletin No. 48 (1913), page 28, and Accident Bulletin No. 52 (1914), page 28.

Freight train miles figures are from Statistics of Railway, Interstate Commerce Commission, for years named.

Casualties to Passengers—Train Accidents.

| | Frt. Train Miles | | Killed | | Injured | |
|-----------|------------------|-------|--------|-------|---------|-------|
| | Inc. | Dec. | Inc. | Dec. | Inc. | Dec. |
| 1903..... | 526 | ..... | 164 | ..... | 4,424 | ..... |
| 1904..... | 535 | ..... | 270 | ..... | 4,945 | ..... |
| 1905..... | 546 | ..... | 350 | ..... | 6,498 | ..... |
| 1906..... | 594 | ..... | 182 | ..... | 6,778 | ..... |
| 1907..... | 630 | ..... | 410 | ..... | 9,070 | ..... |
| 1908..... | 587 | ..... | 165 | ..... | 7,430 | ..... |
| 1909..... | 568 | ..... | 131 | ..... | 5,865 | ..... |
| 1910..... | 635 | ..... | 217 | ..... | 7,516 | ..... |
| 1911..... | 626 | ..... | 142 | ..... | 6,722 | ..... |
| 1912..... | 612 | ..... | 139 | ..... | 9,391 | ..... |
| 1913..... | 644 | ..... | 181 | ..... | 8,662 | ..... |
| 1914..... | *612 | ..... | 85 | ..... | 7,001 | ..... |

*Estimated from freight ton miles and number of locomotives assigned to freight service, according to basis given in advance sheets of report of Interstate Commerce Commission for 1914. All accident figures are from Acci-

dent Bulletin No. 36 (1910), page 18; Accident Bulletin No. 48 (1913), page 24, and Accident Bulletin No. 52 (1914), page 24.

Freight train miles figures are from Statistics of Railways, Interstate Commerce Commission, for years named.

These tables are presented, not for the purpose of exploiting a theory, but for illustrating a fact. They are typical of all comparisons that can be made as to this relation from the data in the possession of the Interstate Commerce Commission upon the subject of railway accidents.

As a matter of fact, the mere comparison of increases and decreases in casualties which almost invariably accompany increases and decreases in freight train mileage does not represent the whole truth. The ratio of increase or decrease in casualties is greater than the ratio of increase or decrease in number of freight train miles run. Analysis of the foregoing and of other similar comparisons shows this clearly. Between 1905 and 1907 the increase in freight train mileage was 15.3 per cent; the increase in the number of passengers and employes killed was 37 per cent. Between 1907 and 1909 freight train mileage decreased 9.8 per cent; the decrease in the number of employes killed in train accidents was 49 per cent and the decrease in the number of passengers and employes killed was 44 per cent. These comparisons can be multiplied indefinitely. The tendency is so marked that if one could assume that railway freight traffic were equally distributed as to trains throughout the day and in each direction a mathematical proposition could be enunciated, viz:

Danger points in railway operation vary as the square of the number of trains in either direction.

That this proposition is, in fact, an overstatement is due to the irregular distribution of traffic as to both time and direction, which, however, introduces each its own risk.

Having stated the proposition so baldly, one naturally expects to be asked for a solution—a remedy. There is, as stated in the opening paragraph, no remedy that is entirely efficacious. None need ever be expected. Moving masses weighing thousands of tons cannot be shot through cities at the rate of speed demanded by modern conceptions of progress without some degree of hazard, both to those who are responsible for their movement, and to those who get in their way, or close to it. But the diagnosis of the controlling element of the hazard suggests at once the nature of the most effective remedy that can be applied. It ought to be said, in justice to the management of our railways, that they have known the remedy and have been applying it for some time, as thoroughly as the physical condition of the patient and his financial ability would permit.

It has been stated in a preceding paragraph that the influence of fluctuations in passenger train mileage is not closely reflected in the

number of casualties. This is true even when casualties to passengers alone are considered. Except when a change in passenger train mileage is accompanied by a corresponding change in freight train mileage, its influence appears to be largely negligible. If space permitted, the facts could be shown as clearly as the contrary is shown in reference to freight train mileage. Therefore, in what follows the relation of accidents to the conditions of freight train operation only is taken into account.

In ten years, from 1904 to 1913, the freight ton mileage of the railways of the United States increased 73 per cent. Freight ton mileage is a short term used in railway statistics and means the number of tons of freight carried one mile. It is the unit of measure of a railway's freight business. Because of the increase in railway mileage operated, the increase in freight density, or ton miles per mile of line, has not increased to the same extent. This increase is 45.5 per cent.

During the same period in which the freight ton mileage of railways has increased 73 per cent and ton miles per mile of line 45.5 per cent, freight train density has increased only 3.6 per cent. Freight train density is another term used for convenience of statistical purposes, and means the number of freight train miles per mile of line. It affords, therefore, an accurate indication of the increase in the average number of freight train movements required to handle an increased tonnage. Comparing these two percentages, both on a mileage basis, it appears that notwithstanding the increase in volume of freight service in the last ten years, the increase in the number of freight train movements from 1904 to 1913 has been only a little more than one-thirteenth as great. From 1904 to 1914 the number of freight train movements per mile of line actually decreased.

It follows, then, that in the increase in capacity of trains the railways have brought about in recent years, they have introduced one of the greatest elements of safety that has ever exerted an influence upon railway

operation. The increase has been effected by larger locomotives, cars of greater capacity and more cars in a train. It is true that the operation of such trains was not brought about primarily as a safety measure. It is simply a movement in line with all transportation progress. To carry a larger load as a unit has been the characteristic tendency of transportation progress since the first human burden-bearer transferred his load to a pack animal that could carry a greater weight and later provided the animal with a vehicle on wheels. Within limits varying with the means employed, the capacity of the unit of transportation measure the economy and efficiency of the service. But in the securing of this economy and efficiency of service by which, within ten years, our railways have been able to perform twelve and one-half times as much service with the same movement of trains, the relative safety of railway operation has increased to that extent. The movement of trains constitutes the only element of danger that is peculiar to railway operation.

So far, then, as the record of what has happened in the past may be regarded as an index of future happenings, under like conditions, we are justified in the statement that the number of freight trains operated by a railway is a controlling influence in the production of railway casualties. It appears, also, that although the freight tonnage has largely increased within recent years, the number of freight trains operated has not correspondingly increased, but has increased very slightly in relation to the volume of freight handled.

By the use of units of transportation of greater load capacity the railways have been able to increase the amount of public service performed and the degree of economy and efficiency in its performance without a corresponding increase in number of freight train movements and a consequent increase in relative numbers of casualties. The conclusion that the long and heavy freight train is a factor of safety in railway operation is inevitable.

Springfield Division Safety Meeting

Clinton, Ill., Oct. 20, 1915.

PRESENT

G. E. PATTERSON, Superintendent, Clinton.

M. M. BACKUS, Roadmaster, Clinton.

WM. O'BRIEN, Master Mechanic, Clinton.

W. A. GOLZE, Chief Dispatcher, Clinton.

W. A. SKINNER, Division Storekeeper, Clinton.

H. M. GLEADALL, Chief Clerk, Supt., Clinton.

S. C. DRAPER, Supervisor, Signals, Clinton.

A. G. TURLAY, Traveling Engineer, Clinton.

F. R. JAMISON, Traveling Frt. Agt., Springfield.

Local Conditions

A greater part of the meeting was devoted to discussing local conditions that have to do with the safety of employes, passengers and trespassers.

The conditions affecting the Mechanical Department, Road Department and Transportation employes were gone over in detail and some considerable time was given to the discussion of trespassers. This is the greatest evil with which we have to contend, and but very little assistance can be obtained from local authorities, in fact, police officers and town marshals are backed by Mayors and Village Presidents in their efforts to drive tramps out of town, often telling them at what point our trains are likely to stop, that they may board freight trains and get out of town. At most places it is impossible to have trespassers taken off of freight trains, fined and locked up. Villages do not care to incur the expense of boarding the tramps.

The minutes of Safety Meetings held by Train Masters and Master Mechanics were carefully gone over and all of their suggestions discussed. It was found that attention has been given to all practical suggestions in reference to safety matters.

So much has been said to employes about taking serious hazards such as pushing drawbars with their feet, riding brake beams while holding to safety irons, riding with one foot in the stirrup and the other foot on the oil box, etc., that any observation of such practices on the part of the Division Officers will be met by promptly taking such employes out of the service for formal investigation and decision as to whether or not they should be allowed to return to the service.

There is a question whether the Division Organization, or the individual members of the Division Organization, are always efficient in supervision and taking immediate and positive steps to stop dangerous practices at the time such observations are taken. It was thoroughly agreed in this meeting that it was not only the right but the duty of each Division Officer to immediately intercept any dangerous practice that he observes, and if not in his immediate department, to correct the practice by calling the attention of the officers who have jurisdiction, so that immediate action may be taken. It is felt that a great mistake is made by any supervising officer who will countenance, even by silence, any dangerous practice or condition. The supervision and action must be thorough and decisive and dangerous practices intercepted, dangerous conditions foreseen and corrected if personal injuries are to be materially reduced.

Recently a few firemen have been observed sitting on or leaning heavily against the chain extending from tender to cab of engines for their protection while working in the gang-way and immediate steps have been taken to break up the practice as we realize that sooner or later a serious accident will result to some fireman if the practice is continued.

This matter is being impressed upon employes of passenger trains on this Division. The flagman's position is well defined and generally observed, but we feel that some

**Drastic Action
For Employes
Who Persist
In Taking
Great
Hazards**

**Efficient
Supervision to
Eliminate
Personal
Injuries**

**Misuse of
Safety Chains
Between
Tender and
Cab of
Engines**

**Negligence of
Employes on
Passenger**

Trains For the Safety in Movement of Train and Handling of Passengers

conductors do not thoroughly realize the importance of the position they take while passengers are being received and discharged at platforms and that too much of the responsibility is delegated to flagmen and train porters. Conductors have been instructed that they must alight promptly when the train stops, supervise the handling of passengers and the unloading of express and baggage and when the train is ready to move, signal the engineer. Firemen on both passenger and freight trains, at times, neglect to remain on the firemen's side of the engine while passing over street crossings or approaching platform, and are inclined to pass to the engineer's side and stand in the gang-way to view passengers that may be standing on the platform. We intend to break up the practice on this division.

Running Motor Cars at Night

The running of motor cars at night on this division is positively forbidden except on the authority of the superintendent, with the exception that signal maintainers who may be called to repair defective signals at night are permitted to use the motor car when instructed by the dispatcher to repair certain defective signals and their cars have been equipped with a red light to the rear and white light in front and they have been cautioned to ascertain the location of all trains before starting the trip.

Loose Wires Hanging from Stakes on Flat Cars

Attention was called to the growing disposition to allow loose wire to remain on stakes left in flat car pockets after cars are unloaded. It is dangerous practice and inspectors on this division have been instructed to see that all such wires are removed.

Co-Operation of Agents to Stop Train Flipping

It is felt that agents at local stations can, by proper co-operation with the village authorities, practically break up "train flipping" by local talent. This practice is much more easily controlled than ordinary trespassing wherein tramps ride freight trains, because the parents of train flippers and the village authorities are more interested.

A circular letter has been issued to all Agents on this division asking them to make a campaign on this subject by conferring with the village authorities and with the parents of the offenders and if they fail in their effort, to call attention of the Superintendent to the matter and the Division Officers will be sent to confer with the parents and village authorities.

Speed Restrictions

Considerable time was devoted to discussing the subject of speed restriction which we have learned to regard with much seriousness. Ways and means of checking the speed were discussed and the campaign that we have made during the past two or three years has brought results that are clearly evident.

Ice Boxes For Carrying Water Jugs on Engines

We have recently had some complaint from enginemen in reference to the box in which the fireman carries the water jug on engines. Since back boards and curtains have been installed for the winter it is claimed that the clearance between the ice-box and back boards is insufficient. The matter has been referred to the General Superintendent of Motive Power for proper action, as it is felt that the diffi-

Statistics Showing Number Persons Killed and Injured

culty can be overcome by providing a smaller box in which to carry the jug after back boards and curtains are put up. Statistics show the number of persons killed and injured for the past three months and the causes on the various divisions were gone over carefully and the important cases discussed at some length.



JACKSON COUNTY LUMBER CO.

THIS CAR IS HANDLED PROMPTLY

Canadian Pacific car 95690, loaded with empty boxes for the Morgantown Packing Company, arrived at Morgantown, Indiana, in train 391, October 28th, at 10:30 a. m. It was placed for unloading at 11:00 a. m., unloaded and reloaded with canned goods ready for movement at 3:00 p. m. It went forward in train 392 at 3:30 p. m. the same date.

If all cars could be handled as

promptly as this one, there would be no shortage of equipment.

ERRATA

IN our September issue we published a poem entitled "The Land of Beginning Again" and credited it to E. W. Gibbens, Greenville, Miss. This was a clipping made by Mr. Gibbens, and he is not sure as to the author, but he thinks it was Ella Wheeler Wilcox, and at the request of Mr. Gibbens this correction is made.



Industrial, Immigration and Development Department



What the Illinois Central Railroad is Doing to Improve Agricultural Conditions Along Its Line

By J. C. Clair, Industrial and Immigration Commissioner, in the Railway Journal

IN 1912 the Illinois Central and Yazoo & Mississippi Valley Railroads established twelve demonstration farms in Mississippi and Louisiana for the purpose of teaching the farmers the importance of using scientific methods in the cultivation of the soil, as well as diversification and rotation of crops. This work was carried on under the supervision of a trained agriculturist employed by the railroad, and the result of the first year's work was so satisfactory that the number of farms has been increased each year until we now have thirty-one demonstration farms, employing three agriculturists, who devote their entire time to this work. These farms are operated as follows:

The railroad company enters into a contract with farmers who own land at different points along the right of way, to farm forty acres of their land in accordance with plans and instructions given them by the trained agriculturists employed by the railroad's industrial and immigration department. The farmer is required to agree to use such seed and fertilizer and in such quantities as may be prescribed by the agriculturists and to follow carefully all instructions as to methods of soil preparation, planting, cultivating, etc. He, in turn, is pro-

tected by a guarantee from the railroad company to make good any loss caused through failure of the method prescribed—*i. e.*, in case the products of the farm do not equal in value the expense for seed, fertilizer, labor in planting, cultivating and harvesting, marketing and fair rental on the land, the railroad company will make good the loss up to a certain amount agreed upon.

Since the location of these demonstration farms in 1912, great strides have been made in diversified agriculture in the South, especially in the localities where these farms have been operated. In the early stages of this demonstration work it would have been almost impossible to have induced the farmers and planters to attend agricultural meetings, but this summer it was decided to hold farmers' meetings on some of these demonstration farms, with the result that the farmers turned out en masse, eager to learn more about practical as well as scientific farming. The spirit of co-operation was manifest on every side, as well as a determination on the part of the communities to bring about the highest agricultural development possible.

Demonstration Trains—During the last ten years the Illinois Central Railroad has co-operated with the agricul-

tural colleges along its system in the interest of improved agriculture by running various demonstration trains. When the boll weevil first appeared in Mississippi, a train known as the "Boll Weevil and Diversified Farming Special" was operated over the lines of Mississippi, co-operating with the Agricultural & Mechanical College of Mississippi. The lectures were devoted mostly to explanation of the best way to circumvent the boll weevil and advocating the necessity of diversification of crops. These lectures were attended by approximately 10,000 people.

The "Mississippi and Louisiana Agricultural Demonstration Train" was run through various Northern states to demonstrate to the people of the North the fertility of the soil and the agricultural possibilities in the states of Mississippi and Louisiana. This train made 163 stops and lectures were delivered to 40,000 people.

The "Louisiana Farmers' Demonstration Train" was run over all the lines of Louisiana, and professors from the Louisiana State University addressed about 14,600 people on various subjects pertaining to improved agriculture.

The "Mississippi Livestock and Agricultural Special Train" was run over the lines in Mississippi for the purpose of interesting the farmers in raising more and better livestock. Sixty-five stations were visited, with an attendance aggregating 25,000.

The Illinois Central, together with the other railroads of Tennessee, has co-operated with the state department of agriculture in the operation of two agricultural demonstration trains over the various lines in that state. Every phase of farming was elaborated upon by an able corps of lecturers and demonstrators, and more than 500,000 people passed through the train during the tour of the state.

A "Special Dairy Train" was run over the Illinois Central's lines in Iowa in connection with the Iowa State Dairy Association. Lectures were delivered on the following subjects: Selection of dairy cattle, silos and silage, dairy barn con-

struction, feeding, testing, breeding. Seventy-six stops were made and a total of 26,000 people were in attendance.

The Illinois Central Railroad, with the co-operation of the United States government, arranged for a "Reclamation Special," which was run over its lines in Kentucky, Tennessee, Mississippi and Louisiana for the purpose of showing by illustrated lectures what had been accomplished by the government by storing flood waters and digging dry ditches for irrigating the arid lands of the West, and what could be accomplished by digging wet ditches to carry away the water from the swamp lands of the South.

In running the above trains the railroad company provided the equipment of the trains and operated them free over the various lines. The services of the professors of the colleges and other speakers were furnished free, and the colleges also provided the majority of exhibits. Representatives of the industrial and immigration department of the railroad accompanied each of the demonstration trains and had supervision over same.

Good Roads—The Illinois Central was the first railroad in this country to run a "Good Roads Train." Fourteen years ago this company, in connection with the National Good Roads Association, started a campaign for the development of an interest in good roads through its territory south of Chicago. A special train was provided, consisting of nine cars, which were equipped with modern road-making machinery, and representatives of the United States government, civil engineers, as well as road-making machinery experts accompanied the train. Conventions were held at the various towns visited between Chicago and New Orleans, and sections of road were built from material on hand, and at all points where conventions were held organizations were effected in the interest of the good roads movement.

In order to demonstrate the benefits that would accrue to the farmer by the betterment of wagon roads, and to show what could be accomplished with material close at hand, the Illinois Central



*Dairy
Herd
Murphysboro
Ill*



four years ago had constructed a sample mile of road at three different localities on the system, one in Iowa, one in Illinois, and one in Louisiana. The construction of these sample miles of road has undoubtedly been an incentive to not only the farmers in the immediate vicinity, but to the state and local authorities, to encourage the good roads movement.

This company, through its industrial and immigration department, has been represented at good roads meetings in various parts of the country and has taken active part in such conventions.

Prizes Offered—With a view to interesting the farm boys in improved agriculture, the Illinois Central Railroad from time to time offered various prizes, covering different branches of agriculture. For example, in 1911, the railroad had an exhibit at the Illinois state fair, consisting of grains, forage plants, vegetables and fruits. This exhibit was collected and displayed by farm boys of various counties traversed by our lines in Illinois, one boy in each county having been selected by the county superintendent of schools to prepare an exhibit to be placed in competition with those from other counties. In order to encourage the boys appointed to assemble these exhibits, the Illinois Central Railroad Company transported the boy and his exhibit to Springfield and return, furnished sleeping quarters and meals while at the fair, and also gave \$1,000 in prizes for the best exhibits.

In the same year the railroad company offered prizes of thoroughbred registered pigs to the boys winning first prizes in the corn club contests in every county traversed by its lines in Tennessee, Mississippi and Louisiana. The object in offering these thoroughbred animals was two-fold, viz.: to create the keenest competition possible in the growing of corn and to awaken an interest in animal husbandry, as well as to show them what an excellent proposition the raising of thoroughbred corn and thoroughbred hogs makes, by demonstrating in a practical way that it costs less to feed and care for one of these thoroughbreds, with infinitely greater results, than had

been derived previously with the "razor-back" or "scrub" pig. The following year prizes were offered to the corn club boys who won the pigs awarded by this company the previous year for the best pair of thoroughbred pigs, the offspring of such prize animals. These prizes were divided as follows: First prize, \$100; second prize, \$50; third prize, \$25. Not overlooking the girls in the rural districts, prizes amounting to \$300 were awarded by this company last year to the various canning clubs in the state of Mississippi for the best county exhibits of canning club work at the Mississippi state fair. These prizes were to be used in the counties winning them to further promote the club work therein.

Creameries—Appreciating the importance of the creamery industry, especially to the farmer, and in order to demonstrate its successful operation, the Illinois Central Railroad about a year ago made known to the people along its southern lines that for any community that would guarantee the required number of cows and would construct an up-to-date creamery building, equipped with modern buttermaking machinery, a business manager would be furnished for one year at the expense of the railroad company. About the middle of last November two creameries were located, one by the citizens of Jackson, Miss., known as the Mississippi Creamery Association, and the other at West, Miss., called the West Co-Operative Creamery Company. In both instances the citizens have manifested great interest in this new venture and the business managers are most enthusiastic over the work and the promising outlook. These managers were selected with a view to not only handling the buttermaking features of the business, but also to co-operate with the farmers, aiding them in handling their herds, discarding cows that are not good milk producers, and substituting better grades, advocating the use of separators and keeping the sour milk on the farm for use in feeding pigs and calves, all of which increases the value of the farm. To show the progress made by these creameries in less than one year, the Jackson creamery, in December, 1914,

had seventeen cream patrons and made 1,600 pounds of butter, while in July, 1915, they had 200 patrons and 18,910 pounds of butter were made. The West Creamery had 53 cream patrons in December, and made 2,340 pounds of butter, while in July they had 319 cream patrons and made 20,326 pounds of butter.

Negotiations are now under way with several communities for the establishment of new creameries, and with the hearty co-operation of the bankers and merchants in this important phase of agriculture, the creamery industry will soon make the southern Mississippi Valley one of the greatest dairy districts in the United States.



INTERLOCKING TOWER, WINONA, MISS.

Uncle Ned's Letter

By A. L. Washington

Thanksgivin' day am comin';

I hear de white foks say.

An' Ise got no tukey

For dis Thanksgivin' day.

I'll write to de Presidint

An ax him for de bird,

An' if he isn't got one

I no he'll sen' me word.

Dear Mos Mr. Presidint,

I do not no your name;

Ise well, Mr. Presidint,

And I hope you am de same.

No Ise down in Dixie,

Whare de money am moity scace;

Not so wid de white foks,

But wid dis nigger race.

No its mos Thanksgivin',

'Bout it I guess you is heard.

One favor Ise gwinter ax you,

To send me one little bird.

I think dey call 'em tukey;

I guess you call 'em de same.

De rezon I want a tukey

Is simply for a change.

Give my love to Mrs. Presidint;

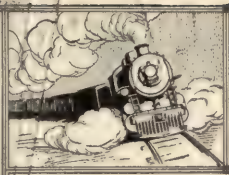
Manda sends love, to.

Now if you got no tukey to send,

A ten dollar bill will do.



TRANSPORTATION DEPARTMENT



Handling of Freight Car Equipment

By Mr. W. S. Williams

WHEN glancing at the map of the Illinois Central one is immediately impressed with its favorable location for developing of an enormous freight tonnage, and that the Transportation Department of this railroad must be organized to highest possible efficiency to protect the diversified traffic offered for shipment.

It, therefore, must occur to everyone who has to do with the distribution of equipment, the absolute necessity of following implicitly instructions as issued by the Transportation Department; and those under whose supervision these orders are to be carried out must at all times be fully informed which way surplus cars are to be moved.

On St. Louis Division we issue current instructions for the handling of all equipment, in one circular, and it covers every class of cars except those appearing in GO 40 which is issued by the General Superintendent of Transportation. When changes occur in any of the different classes, we issue an entire new circular, and find that we do not have the confusion which was experienced when we covered the changes in general orders by issuing amendments. This enables Train Masters and others who are out on the line to determine at a glance whether or not empties are being moved in accordance with instructions.

The delay to freight equipment is not very often chargeable to the shipping point. The heavy tonnage produced on the St. Louis Division is coal,

and, of course, we are very much concerned in getting coal cars into the mines and loaded cars started towards their destination, for in order to allow our mines to work it is just as essential to remove the loads from the mine tracks as it is to place the empties for loading.

In considering the movement of coal cars, it must be understood that aside from cars containing Company coal for current use, very few are made empty on this division. We must, therefore, depend upon those made empty in other territories in supplying the demand in the coal field.

The first day of October found us with 1,025 empty coal cars on the Division, practically all placed in the mine; on the evening of the 16th, there had been loaded 10,084 cars of coal and on October 17th, at noon, every car of this coal was on its way to destination, and we had on the Division 1,150 empty coal cars. This demonstrates that practically none of the 10,084 cars loaded were on this division over 36 hours. The above figures show conclusively that the delay to equipment always occurs at the unloading point, therefore, that is the field to which our efforts must be directed.

In the larger cities Commercial and Traffic Associations make it a practice to issue circulars, in time of prospective car shortage, urging everybody to give special attention to the prompt unloading of cars.

The Interstate Commerce Commission has also of late years made it a



SPECIAL TRAIN OF THE NEW GOVERNMENT RAILROAD OF A FORMER ILLINOIS CENTRAL CIVIL ENGINEER, MR. MANTELL, ON THE PRIVATE CAR ARE HIS WIFE AND CHILDREN, AND THE GRANDDAUGHTER OF THE LAST RUSSIAN GOVERNOR OF ALASKA.

practice to appeal to patrons of the transportation companies along these same lines.

Whatever is to be accomplished, beyond this, is left to the Agents of the railroads and Local Officials, and while we always insist on the prompt placing of cars, and the strict enforcement of the car service rules, a great deal of missionary work can be done by showing a delinquent patron that it is not the \$1.00 demurrage the railroad wants, but it needs the car, that while today he is holding a car an unreasonable length of time, and depriving someone else of being served, the reverse may be the case next week when he will suffer the loss of some business simply because someone was delaying the car unnecessarily, which could have been applied on his order. It then devolves upon those who have the immediate supervision of the dif-

ferent districts to see that cars are promptly placed for unloading, that the car service rules are enforced to the letter; that cars which are to be moved to loading points empty are promptly picked up each day and assembled in such trains at division points as will insure their prompt and economical transportation to the districts where they are required for loading; insist upon car reports being carefully checked up each day, following up every delayed car until released; see that car orders are not inflated and that all cars on hand at stations are promptly reported.

In this day of keen competition sentiment does not enter into the equation, but to have the proper equipment at the proper place at the proper time is the most essential factor in securing business for a great transportation company.

Former General Superintendent Baxter of the Illinois Central Railroad, in Addition to Being a First Class Railroad Man, is Some Snake Story Teller, as the Following Will Attest

Rattler That Captured Outlaws Serves as Coupling Pin But Never Again Looked the Same, Baxter Says

"This world is full of doubting Thomases and disbelievers," said R. W. Baxter, vice-president of the Alaska Steamship Company, and of the Copper River and Northwestern Railroad, "and this sort of thing makes it hard for us naturalists. Personally, I have every reason to believe the snake stories told by the eminent and veracious naturalists, Harry Lippman, Barney McGee and George Sample.

"I believe McGee's story about the snake that helped the old prospector to capture a band of outlaws, because I happened to know that very snake when I was running construction trains out of Sheridan, Wyoming.

"The reptile's name was Percy. Yes,

I knew him well. I met him one day down at Sheridan, where I was train dispatcher. Percy saved the lives of a train crew for me one time, and taught me a great lesson in the law of evolution. Percy was a rattler when I first knew him. When I last saw him he was a boa constrictor.

"It gets awfully cold back in Wyoming in winter, and one night as I was sitting in the telegraph office dispatching trains I heard a rattling at the door. I opened it and there was Percy, shivering and half-frozen. I invited him in, and he curled around the stove, grateful for the heat it afforded. Br-r-r, but it was cold that night—colder than any weather encountered by the great ex-

plorer. Doctor Cook in his peregrinations back and forth from civilization to the North Pole.

Percy Dines on Chicken

"I had some fried chicken for midnight lunch, and I saw Percy eyeing every mouthful I ate. Finally, I threw him a drumstick and he swallowed it at one gulp. He was grateful for it, too.

"How did he save the lives of the train crew? Well, it was this way. Percy got acquainted with the engineers and firemen and brakemen. He was especially fond of a brakeman named Slipshod Jones, and always went out with Jones on his run. One summer afternoon when Percy was feeling good he was coiled on the forward end of the car, when suddenly Jones gave a yell.

"The train was going down hill, and the couplings between the two cars parted. The front half began to draw away. Jones yelled at the engineers as he clamped down his own brakes, but it was too late. The train was parted and the forward half of it would have smashed itself into a million pieces at the bottom of the grade if Percy had not sprung to the rescue.

"Like lightning he threw his tail across the breach that divided the two cars, and caught the brake of the bolting car. He wound the other end of himself around a stanchion on the forward end of the rear car. The train increased its speed to a terrific velocity, but Percy managed to hold it together, and with Jones screwing down the brakes on the after section it was finally brought to a stop.

"But poor Percy must have had an awful time. He stretched and stretched till he was thirty-seven feet long. As the train gradually slowed down on the level grade, Slipshod Jones eased up on the brakes, thinking Percy would shrink

back to his normal length. But he didn't. He simply lay there sagging in loose coils like a great rope, and part of him came near getting under the wheels.

"Well, they took hold of Percy—he was pretty sick—and coiled him up on a flat car like a ship's hawser and brought him back to Sheridan. He began to eat at an enormous rate, and had us all broke buying things for him to gulp down.

"Percy got fatter and fatter. He became too big to make a pet of any longer, and the neighbors began to miss their chickens and dogs and sheep and calves. They thought at first that there was a bunch of cattle rustlers around, but one morning I found Percy in a field and the tail of a steer was sticking out of his mouth.

"I didn't tell the cattle men about it or they'd have killed him. Wyoming in those days was full of men who were nervous on the trigger finger and they were very sensitive about interference with their cattle.

Percy Vanishes

"I was vexed at Percy and gave him a good call down. Somehow, it seemed to hurt his feelings, and he left the town. He disappeared suddenly. I heard that he went over to another county looking for a newspaper office, but I never saw him again.

"Poor Percy was a gentle soul, and it may be that the loss of his rattles, which dropped off when he was stretched into a python, and the fact that he was no longer welcome at the office, preyed on his mind and he died of a broken heart.

"I've often been sorry that I was not kinder to Percy"—Baxter wiped a tear from his cheek—"for he was a good old snake in spite of his appetite."



Churches,
Murphysboro, Ill.





LOSS & DAMAGE BUREAU



AGENTS, especially those at the larger stations, state that they do not receive copies of all over, short and bad order reports that are registered against them by the loss and damage bureau.

The rules require that forwarding agent be furnished with copy of all exception reports made against shipments originating at their stations, and these should be mailed promptly in order that the forwarding agent may investigate the causes for the issuance of the report as closely as possible to the time the error was made, and it would be well if all agents would look into this at their station to see if the party whose duty it is to issue these reports understands that the original should be sent the loss and damage bureau, one copy to division superintendent, the other to the forwarding agent, retaining copy of each report in their files. Forwarding agents, in case of wrong loading or improper stowing, to take up with the party at fault, listing the number of errors against each employe, thereby determining which car needs attention.

In the case of bad order reports being issued against carload shipments, where the indications are that contents were not loaded to withstand ordinary transportation, the forwarding agent, by conferring with shippers no doubt can secure their co-operation with a view of

having improved methods of loading adopted by shippers, as they are as much interested as the carrier that their shipments reach destination in good condition.

These exception reports are forerunners of freight claims. The causes for the issuance of them must be corrected if the final figures of freight claim payments are to be reduced, and the forwarding agent is of course working in the dark if he is not furnished a copy of these reports, giving him the necessary information. With this information agents can keep the car department at their station informed as to the result of inspection of equipment.

At the present time there are very few refused and unclaimed shipments found at our stations upon which shippers have not been notified. However, it would seem that with the instructions that have been given, and the various discussions made upon this important subject that all stations would be free of refused and unclaimed shipments, upon which the proper notice was not given to shippers.

Shippers appreciate this information, and agents have proved that it is a splendid means of securing prompt disposition for refused and unclaimed shipments.





Water Waste

By C. R. Knowles, General Foreman Waterworks

AS an example of what may be accomplished by a campaign against water waste, the Illinois Central has reduced the expense for city water alone from \$225,112.94 during the fiscal year 1913-14 to \$190,438.50 during the fiscal year 1914-15, a reduction in the cost of city water of \$34,673.79. This is a net saving, practically all of which has been accomplished by the elimination of water waste. The expense for city water represents only about forty per cent of the total cost for water, sixty per cent being for water pumped by company forces, consequently there has been an additional reduction in the waste of water pumped by railroad water stations and a resultant saving that cannot be shown by figures.

The past few years have seen much activity on the part of water works engineers towards the prevention of water waste. Many of the large cities have organized special departments to conduct water waste surveys and look after water losses. Unfortunately with one or two exceptions this activity has not been felt on railroads, notwithstanding the fact that the railroads are among the largest users of water.

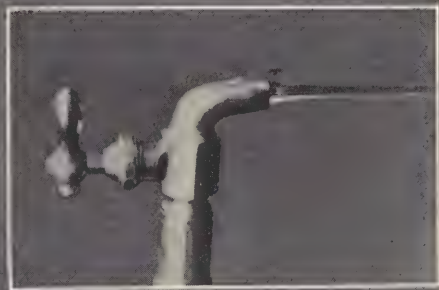
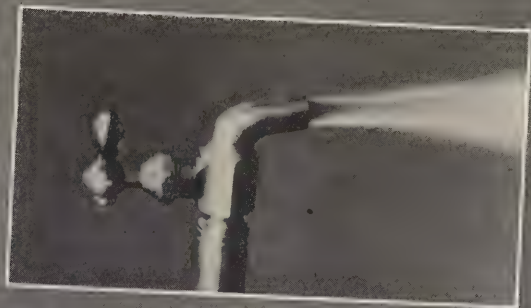
Water is generally considered as free as the air we breathe and much of the waste is due to carelessness on the part of employees who fail to realize its cost.

This lack of co-operation due to ignorance of the value of water, sometimes aided and abetted by depart-

mental lines and jealousies causes thousands of dollars needless expense to the railroad company. American railroads consume daily approximately 1,950,000,000 gallons of water at a daily expense of over one hundred thousand dollars. These figures should be enough to convince almost anyone that water is not free, and that a saving in water is quite as important as a saving in coal, oil or other supplies. It is safe to say that fifteen per cent of all the water used by railroads is waste. By waste is meant that quantity of water drawn in excess of the amount actually required. An employee who has the interests of the Company at heart will not deliberately destroy property or waste supplies, yet that same employee will often leave a valve or faucet open, allowing water to waste, causing a needless expense that could be easily avoided. The opportunities for water waste on railroads are many and it is within the power of every employee to effect a saving in this respect.

A few illustrations of the most common forms of waste will be given with the cost of such waste and suggested remedies.

Large quantities of water may be wasted in taking water at tanks and penstocks, unless care is exercised to properly spot the engine and avoid overflowing the tender. Not only does this cause a waste of water but it causes an additional expense for removing ice from track in winter months and repairs to soft track dur-



ing the summer. A conservative estimate of the total cost of this waste per annum is \$60 per tank or 5 per cent on \$1,200 and will pay the interest and depreciation on the cost of construction of a new 100,000 gallon tank at each station in five years. The remedy is to keep the tank spouts and penstocks in proper repair and exercise due care in taking water on locomotives.

One of the most expensive sources of water waste is at engine houses in connection with the use of boiler washout hose and valves. The water used for washing locomotives invariably has to be handled twice to secure the high pressure necessary to properly wash locomotive boilers. The average cost for such water is in excess of ten cents per thousand gallons. A boiler washout hose with a one-inch nozzle at 100 lbs. pressure will easily waste 12,000 gallons of water per hour at a cost of \$1.20 to \$1.50. This does not take into consideration the cost of heating water where hot water is used for washing. This is a very hard matter to control and results cannot be obtained except through the co-operation of the round-house force.

Laws prohibiting the use of public drinking cups have made the bubbling drinking fountain a necessity, but the makeshift affairs commonly constructed of half inch to one and one-half inch pipe and flowing constantly are an abuse to this system of providing drinking water and will waste from \$150 to \$350 per year for each fountain. The actual amount of drinking water required by a man is about one-half gallon per day. A single bubbling fountain with a quarter of an inch opening at 25 lbs. pressure will deliver 425 gallons per hour, which would furnish ample drinking water for 10,000 men and allow 50 per cent waste. The only satisfactory way to control this waste is to restrict the size of opening and equip all fixtures of this kind with self-closing valves.

Yard hydrants for sprinkling, filling water jugs and coach yard service also

cause a heavy waste of water. A one inch hydrant of this type will waste from 20 to 30 cents worth of water per hour or \$5 to \$7 per day. Forty or fifty of these hydrants are often installed in a single coach yard and as there are nearly always a number of them open and running the loss is enormous. The improper use of hose for sprinkling, washing coaches, etc., causes a great waste of water that may easily be avoided. To show how water may be wasted in this manner three illustrations are given.

The first shows a hose with open end and is of practically no value for washing or sprinkling as far as efficiency is concerned. The water being wasted and the cost is given in the following table:

| | | |
|-----------|---------------------------|----------|
| 1 hour | 1,080 gals. at \$0.10.... | \$ 0.108 |
| 10 hours | 10,800 gals. at .10.... | 1.08 |
| 300 hours | 32,400 gals. at .10.... | 32.40 |

The second illustration shows the hose without nozzle and the stream partially restricted by pressure of the thumb. This stream is probably about 50 per cent efficient and will waste water as follows:

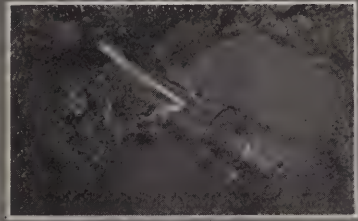
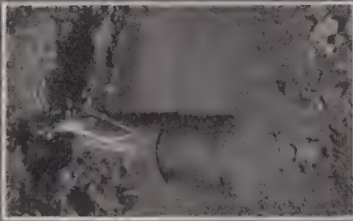
| | | |
|-----------|--------------------------|----------|
| 1 hour | 540 gals. at \$0.10.... | \$ 0.054 |
| 10 hours | 5,400 gals. at .10.... | .54 |
| 300 hours | 162,000 gals. at .10.... | 16.20 |

The third shows a hose properly equipped with nozzle. This stream is doing the maximum amount of work with the minimum waste of water, the water used being as follows:

| | | |
|-----------|-------------------------|---------|
| 1 hour | 180 gals. at \$0.10.... | \$0.018 |
| 10 hours | 1,800 gals. at .10.... | .18 |
| 300 hours | 54,000 gals. at .10.... | 5.40 |

Leaking or improperly adjusted valves in toilet flush tanks will waste from \$3 to \$50 per month for each battery, depending on the number of fixtures and cost of water. A case was found recently where toilet facilities at a large terminal were causing a loss of over \$400 per month. In another instance the loss was over \$150 per month. The trouble was corrected by cutting down the waste of water and the saving at these two points alone amounts to \$10,000 per year.

Wash basins, slop sinks and other



fixtures connected direct to sewers and drains offer opportunity for heavy water losses and a saving can be made in almost every instance by giving attention to valves and faucets, keeping them in proper repair and making it a point to see that they are closed when not in use.

Another source of waste is through leaks in underground mains. These underground leaks are not always easy to detect, for there is nothing in the old saying that "leaks will always show at the surface," for if the pipe is laid in a porous formation or near sewers the water finds a ready outlet without reaching the surface. The presence of leaks of this kind may sometimes be determined by use of the aquaphone or sonoscope or by carefully comparing the consumption with the pumpage or meter readings. But locating and repairing the leak is often such a difficult matter that one sometimes wonders whether it is cheaper to permit the pipe to leak or make repairs. However, this question is easily answered. It always pays to stop leaks. As an illustration of what may be accomplished by stopping underground leaks, the following figures on the work done along this line in Washington, D. C., in 1910 are taken from the American Water Works Association proceedings of 1911:

| | Num-ber | Waste in gals. per day |
|------------------------------------|---------|------------------------|
| Abandoned service and taps leaking | 11 | 305,000 |
| Iron services broken | 204 | 2,438,000 |
| Lead services broken | 87 | 1,202,000 |
| Wiped joints broken | 74 | 710,000 |
| Couplings on services leaking | 13 | 119,000 |
| Curb cocks leaking | 30 | 85,000 |
| Taps blown out | 3 | 50,000 |
| Joints on mains leaking | 92 | 1,034,000 |
| Mains broken | 2 | 332,000 |
| Valves leaking | 11 | 89,000 |
| | | 6,364,000 |

This included no leaks or breaks detected by reason of water appearing on the surface of the ground, which goes to prove that watching the surface for underground leakage is a very poor method of locating waste. The great majority of our water mains are underground and their importance is sometimes lost sight of, but if they were brought to the surface the realization of their true condition would

doubtless prove an instructive but very unpleasant surprise.

The saving effected in handling cinders with modern cinder pit facilities is often destroyed by the waste of water through hose connections. The photograph shows an actual condition. The waste is 10 gallons per minute, 600 gallons per hour, 14,400 gallons per day. The cost is \$1.44 per day, \$10.08 per week or \$524.16 per year.

Fire hydrants are often used for drinking and other purposes with a resultant waste of water. The illustration shows a condition by no means uncommon. One hundred gallons of water are being wasted to secure perhaps a pint of water. Serving drinking water to, say, twenty men, by this expensive method would cost as follows: A man will require water from four to eight times per day of ten hours or an average of six times per day, thus twenty men will drink 120 times a day using this method of securing their drinking water and will waste 12,000 gallons while drinking five gallons.

A faucet may be noticed to leak, but no effort is made to close the faucet or repair the leak, for the reason that the possibility for loss is not realized. The first picture shows water leaking drop by drop:

| | | |
|------------------------|---------------------|----------|
| 15 gallons per day | cost at \$0.10..... | \$0.0015 |
| 105 gallons per week | cost at .10..... | .015 |
| 5,475 gallons per year | cost at .10..... | .5475 |

The second picture shows water leaking through a one-fourth inch opening:

| | | |
|----------------------------|---------------------|--------|
| 13,435 gallons per day | cost at \$0.10...\$ | 1.34 |
| 94,045 gallons per week | cost at .10... | 9.40 |
| 4,890,340 gallons per year | cost at .10... | 489.03 |

The third picture shows water leaking through a one-half inch opening:

| | | |
|-----------------------------|-------------------|----------|
| 53,568 gallons per day | cost at \$0.10 \$ | 5.35 |
| 374,976 gallons per week | cost at .10 | 37.49 |
| 19,498,752 gallons per year | cost at .10 | 1,948.75 |

While the figures representing the saving in water on the Illinois Central and Yazoo and Mississippi Valley Railroads are substantial and indicate that the question of water waste is receiving some attention, the result is not what it should be and with proper co-operation a still further reduction in the cost of water may be accomplished.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

Smallpox—Its Dangers and Prevention

SMALLPOX is largely a winter disease. It is the most loathsome of all diseases. All writers concur in testifying to the extremely high death rate in all countries occasioned by smallpox in pre-vaccination times, and to the consequent terror which its visitations everywhere excited. In the middle ages its death roll could be counted by the millions. Before the introduction of vaccination a little more than a century ago, to be exact, in the year 1796, the annual rate of mortality from this disease in England and Wales alone was three thousand in every million of the population. In France about 30,000 people died annually from the disease, and over 40,000 in the regions then ruled by the Prussian Monarch. During that time it was said, "From smallpox and love but few escape." And even those who escaped death had to endure for the rest of their lives all kinds of defects and disfigurements as a result of this frightful disease. Smallpox spares neither high nor low, but spreads its terrors in the huts of the poor as well as the dwellings of the rich. It has penetrated into the palaces of Kings. William II of Orange, Emperor Joseph of Austria, Louis XV of France and two sons of Charles I of England all died with this disease. Even our beloved and much revered George Washington was "seriously attacked by the smallpox during his early manhood while on a visit to the West Indies."

Besides personal disfigurement, any one of the following evils may result from a case of unmodified smallpox: Death, blindness, deafness, gangrene, heart disease, insanity, paralysis, other serious nervous diseases, and pneumonia. Defects of vision or total loss of sight often follow smallpox. Children are especially liable to ear troubles which may result in deafness for life.

Vaccination

The greatest blessing ever conferred upon mankind was first performed on May 14, 1796, by Dr. Edward Jenner, whose discovery has made his name immortal.

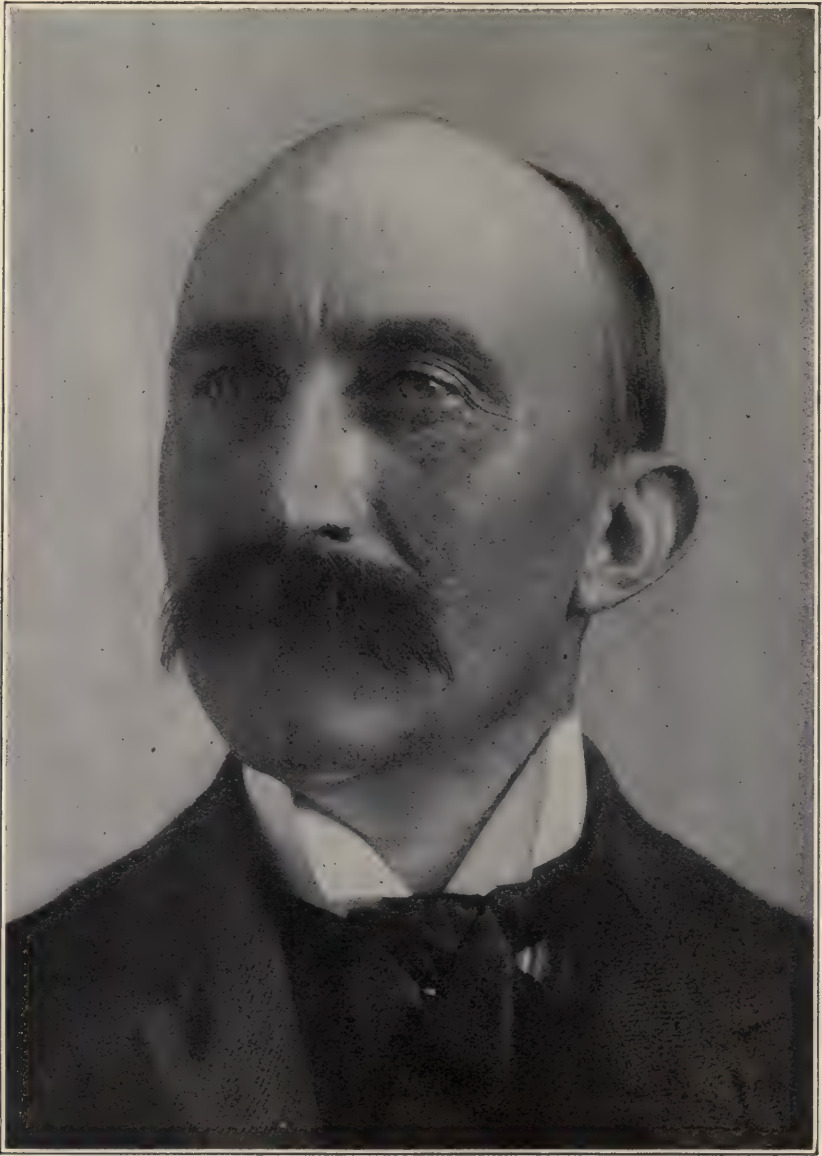
When Jenner was studying medicine at Sudbury, England, a milkmaid made the remark in his presence, "I cannot take this disease, for I have had cowpox." This remark is said to have created a profound impression in the mind of the young medical student and, as aptly stated, "It may be said to have been the awakening impulse, which, after years of study and experiment, culminated in the discovery which has conferred the greatest benefits upon the human race." Strong as were Jenner's convictions that he had found a safe and absolute preventive against the most dreaded of all scourges which bade fair to depopulate the world, he bided his time and conducted sufficient investigation to demonstrate, most conclusively, the value of his discovery, before venturing to publish his obser-

No. 1. Never Had an Arm Like This.**And So Was Never Protected Against Smallpox!**

ventions to the world. He says, "I placed it on a rock where I knew it would be immovable before I invited the public to look at it."

The Efficacy of Vaccination

There is abundant evidence pointing to the marked reduction in the number of cases of smallpox after the in-

No. 2. Was Never Vaccinated.**He Did Not Believe in Vaccination.**

roduction of vaccination. Sweden was one of the first countries to pass compulsory laws regarding vaccination. For eight years before this law was passed there were in that country 1999 deaths from smallpox. After this law was passed and general vaccina-

tion enforced, from 1802 until 1811, there were but 623 deaths in all and and from 1812 to 1821 but 133 deaths. The contrast in smallpox mortality may be expressed in another manner. In the twenty-eight years before vaccination in Sweden, there died each

No. 3. Never Vaccinated.**Tenth Day of the Eruption.**

year from smallpox out of each million of population 2,050 persons; during the forty years following vaccination out of each million of population the smallpox death rates annually averaged 158.

In Copenhagen, for the half century 1751 to 1800, the smallpox death rate

was 3,128, whereas for the next fifty years it was 286. In Berlin for twenty-four years preceding vaccination the death rate from smallpox was 3,422, and for the first forty years of the vaccination era, it was 176. It is thus seen from the statistics above quoted that after the discovery of vaccination

the deaths from smallpox were wonderfully decreased in every country in which this practice was introduced.

It has been claimed by the opponents of vaccination that this decline was due to improvement in sanitary conditions. It may be conceded that such improvements as better drainage and sewerage, freer ventilation, purer water supply, lessened crowding in dwellings, and the like would, by improving the average individual health, tend to lessen the fatality of all infectious diseases, not excluding smallpox. But such influences are totally inadequate to explain the striking and progressive decline in the prevalence and mortality from smallpox that followed the introduction of vaccination. If sanitary improvements were responsible for the lessened mortality from smallpox why did they not similarly influence the mortality from measles, scarlet fever and whooping cough, which are favored by the same conditions that aid the dissemination of smallpox? Smallpox and measles resemble each other in the sense that the spread of both diseases is not dependent upon any special sanitary defect. Unlike typhoid fever, cholera and malaria, their occurrence is influenced by personal infection rather than any definite vices of sanitation. Measles and smallpox are the most contagious of all diseases. A momentary exposure of an unprotected person to the infection of smallpox or measles suffices for such individual to contract the disease. But according to good authority smallpox has declined 72 per cent, but the mortality from measles has fallen only 9 per cent. The death rate from whooping cough has declined but 1 per cent, while the death rate from scarlet fever has only shown slight decline within recent years.

*You Should be Vaccinated, as It Is
Much Safer*

Better have a slight sore on your arm for a few days (see Cut I) than to run the risk of losing your life or at least being disfigured by such a loathsome disease.

Here is a good looking man as you can see (Cut II), but he would not be vaccinated. He did not believe in vaccination, so he got smallpox, and look at his condition after he was sick ten days (Cut III). Try to estimate the regret he feels because he would not submit to vaccination. Even if he does not lose his life, this man will be marked for life, to say nothing of other disabilities that may cripple him, lessen his usefulness and bring him possibly to an untimely grave.

A little over a century ago a beautiful woman evoked the wildest enthusiasm, for there were so few women whose faces were not disfigured by smallpox. Smallpox was then so universal a disease that Ben Johnson wrote of it, "Envious and foul disease, could there not be one beauty in an age and free from thee?"

It has been said that if an Englishman of the Eighteenth Century were to return to life in London, he would be astonished, not so much on account of the wonderful progress made in arts and science within the past one hundred years, as over the absence of pock-marked faces. The telegraph, the telephone, the wireless communication, the buildings of the day, the modern dress, the electric car, the steam engine, would not produce on his retrospective mind the impression that would be caused by the absence of disfigured countenances resulting from smallpox. It was the scourge of the world, and up to the time of vaccination was the most widely distributed, the most frequent and most destructive of all pestilences. Beautiful women, equally as lovely as the fabled beauties of the past, are now to be seen everywhere, in the home, the shop, the factory and the street—thanks to vaccination. And, thanks to vaccination also, the sight of a smallpox disfigured countenance is as rare these days as was the sight of a face not marred by this disease at the time when George Washington, whose face was also pitted, became Commander-in-Chief of the Continental Army.

In the march of modern progress

toward the elimination of this pestilential disease from the face of the globe the State of Kentucky leads the van. There has been enacted in that State by statute and by action of the State Board of Health a law compelling the vaccination of all school children, students, teachers and employes. This practically includes the entire population of the State, and will mean that within a very few years smallpox will be stamped out of the confines of

that State. This is a most excellent example for the other States to follow, and the good results which will be brought into the commonwealth of Kentucky will in a short time furnish positive proof as to the efficacy and safety of vaccination to prevent smallpox.

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Note: Through the courtesy of the Illinois State Board of Health we are supplied with these cuts.—Ed.

Letter of Appreciation of Treatment Received at the Hands of the Hospital Department

Champaign, Ill., Sept. 24, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
Chicago.

Dear Doctor Dowdall:

I wish to express my appreciation of the service recently given me by the Hospital Department of the Illinois Central Railroad.

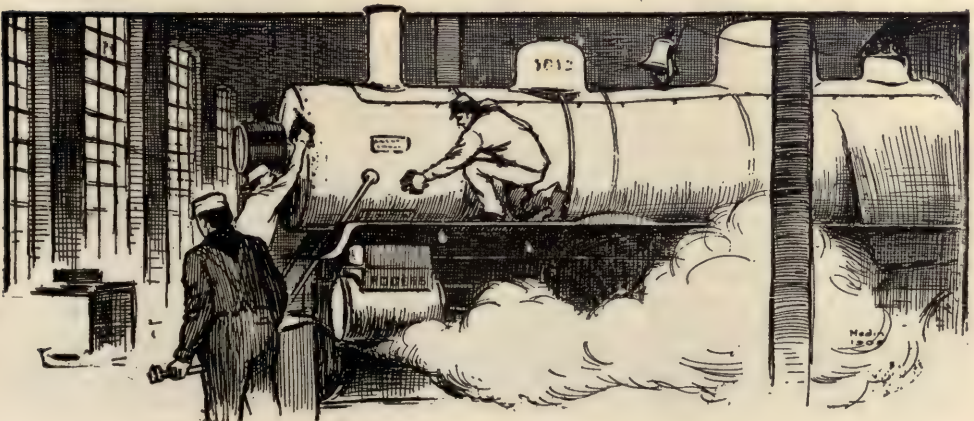
As you know, last June I became affected with an acute inflammation of my right eye, which rendered me entirely blind in that eye. Later the left eye became similarly affected.

From the beginning of this trouble, I have been under the constant treatment of the Local Oculist at Champaign, and the Chief Oculist, at Chicago. Through the entire treatment I have been the recipient of the minutest care and attention and at this time my eyes are restored to normal and I have a discharge certificate permitting me to resume work.

I wish through you to add my boost for the Hospital Department.

Yours truly,

(Signed) C. A. BEASLEY,
Conductor.



Residences Murphysboro Ill.



PASSENGER TRAFFIC DEPARTMENT

*Little Talks with
the Rambler*

*Service Notes
of Interest*



Figuring It Out

THE Rambler went duck shooting after all, and, by a very special dispensation, I was allowed to go with him. Snap Shot Bill begged to go, too, but he was peremptorily turned down. "Don't want him fussing around with that kodak of his. He'd frighten all the birds in two counties," said the Rambler: I, myself, at first received scarcely any more consideration than was given Bill until I urged that I wanted to hunt ducks as well as did the Rambler. The latter expressed his surprise at hearing me say that I also would hunt, it being a revelation to him that I ever dreamed of such a thing, as he had never heard me mention it. Even then he was decidedly slow in giving his consent, grumbling that I was probably such an amateur that the sport would be spoiled. I explained to him, however, that I did not propose to hunt with a shot gun, but with an opera glass, saying that I loved to watch and study the birds, and that I was in the habit of doing so in the parks practically all the year through. Then all objections were removed on his part, and he gladly welcomed my company on condition that, in my study, I would not go prowling around, but would "sit tight" with him and observe only what came my way. To this I

agreed, and, in due course, we started off for the station where was located the agent with whom we had recently had the conversation in regard to Rail-Water Circle Tours. The day was a fine one, the Rambler said, from a duck-shooting point of view, and we both got down to business promptly upon arrival at our destination. We went through the usual selecting of position and the possessing of our souls in patience by "watchful waiting." The ducks were plentiful, and through my opera glass I had many good opportunities to study their movements, which to me seemed a much more pleasant occupation than lying in wait to slaughter them. But, notwithstanding the many opportunities that presented themselves to the Rambler to obtain a good bag, and even though he popped away at them it seemed to me almost incessantly all the day, when nightfall came he had but three ducks to show for his pains. He said, at one time during the afternoon, when missing a particularly easy shot, that the shells that had been sold him were "on the bum." I know nothing about shells, and perhaps he was right, but I secretly held to a different opinion as to his failure.

At supper and during the evening we

were again the guests of the agent, the latter laughingly poking sly fun at the Rambler on his lack of achievement during the day. "Oh, well," said the Rambler, "I guess it's all right, and as everything helps, those three ducks will save someone the cost of a Sunday dinner." We spent an unusually pleasant evening, chatting with the agent and his wife, until, in an evil moment, during a lull in the conversation, I asked the Rambler what that pamphlet was that was projecting out from his side pocket. I had noticed him running over it coming down on the train, but as at the time I was busy reading my newspaper, and afterwards forgot it, I had not learned its nature and was a bit curious in the matter, as I thought it must be something more or less interesting, at least to him, to have him carry it around on such an occasion. His face brightened up at my inquiry, and he immediately produced it. "O, it's a most interesting book of statistics," he said. "The statistics of the railways of the United States from 1904 to 1914, issued by the Bureau of Railway Economics. I think some of its figures will be interesting to you all. Let me run through it for you." I laughed and remarked that some celebrated writer had once said, in effect, that no people in the world searched so eagerly for statistics as the Americans, and that, in the writer's mind, no people so systematically disregarded them when found. "I hope," remarked the Rambler, "that you do not give that as your own opinion. In fact, in a way, it's a slur, and, at least, whatever use is made of them, they are oftentimes mighty interesting and instructive. Take, for instance, this pamphlet I have here," and before we knew it he was in the midst of a dissertation, taking his varied topics from the pamphlet as he slowly turned its pages. "Just start here," he began, "and see what a big country we have to be served by the railroads. It gives the total area of the United States as 2,973,890 square miles, and says that its population is 98,781,324 people. Then, it further shows that the density of our population

averages 33.2 people in each square mile of territory. Applying this to the railroads, we find the population to be 399.3 to a mile of line, of which 353.1 is the population per mile of main track. From another point of view, 12.02 is shown as the square mile area per mile of line, while 8.32 is the number of miles of line per 100 square miles of area. The single track miles of line operated in the country are 247,397, the figures for main line track miles operated being 279,769. In addition, there are 97,334 miles of yard track and sidings, thus giving a mileage of all tracks operated of 377,103. I should have called attention," the Rambler said in an aside, "to the fact that these figures I have been quoting are for the year 1914; the latest, and bringing the entire matter practically up to date. As I said at the beginning, the pamphlet gives similar figures for ten years previous, but we will consider only those for 1914. From this," he continued, hastily running over and skipping many pages of the pamphlet, "it becomes a matter of interest to note the number of employees it takes to operate this tremendous mileage, spread out over such a vast territory. Hence, we find that all told, there are 1,695,483 employees. This great army is guided and directed by but 15,215 general and other officers; and, while the army is of course divided into various divisions, in all probability the details do not interest us as passenger traffic representatives, except in a broad way. We are, however, interested in knowing that, included in this large number of employees there are 38,063 station agents and 163,100 other station men. There can be no harm to note, in passing, that the compensation for the year of the entire army aggregated \$1,373,422,472; but possibly we need not dwell on the details of the amounts paid to each class. It might make us feel as though it were a 'sin to take the money' when we see the average compensation of such fellows as we are." Running back and forth over the pages, the item that next attracted the Rambler was the statement that there are 53,466 passenger service cars and 64,760 locomotives.

tives owned by the railroads of the United States. He remained silent for a few minutes while further scanning the pages, and then began again, as though having made up his mind as to the next phase of the statistics that he thought would appeal to us. "Now," he said, "after having glanced, in a way, at the magnitude of the physical aspect of the great railway industry, it will, I think, be profitable to next note what it all means in money. So we find here that the total capital securities are \$20,-247,301,257, of which the capital stock is \$8,680,759,704, and the funded debt \$11,566,541,553. It is significant in this connection to note that of the total capital securities outstanding, but \$4,527,-604,332 are held in foreign countries; the total held by the people of the United States being \$15,719,696,925. While on finance, here is a group of items that naturally follow in sequence to what we have just gone over. That is, the Bureau shows the amount of stock-paying dividends to be \$5,661,738,723. It will be remembered," he interpolated, "that we have just seen that the total stock is something over eight billion and a half. There was \$451,263,197 paid in dividends, and the per cent of stock-paying dividends was 65.22; the average rate on dividend-paying stock being 7.97 per cent, and the average rate on all stock being 5.20 per cent. To pay these dividends, of course, means revenue, and here I find we have pages of figures on that subject of which we will note in passing only that the passenger revenue was \$700,403,353, and the passenger service train revenue, including passenger, excess, baggage, parlor and chair car, mail, express, milk and other sources of passenger train revenue, was \$855,-046,516."

"All mighty interesting, isn't it?" said the Rambler, addressing us collectively, with some animation, as he prepared to turn to still other parts of the pamphlet. "Yes," I answered somewhat slowly, "there is undoubtedly much in what you have told us that should at least prove entertaining to both the layman and the professional railroad man." I must have

unconsciously shown by my tone and manner a certain lukewarmness in the matter, notwithstanding the nature of my reply, for the agent and his wife both broke into a laugh, while the Rambler gave me one of his characteristic looks. "Surely," the latter said, "you must be enjoying it to the limit." "It strikes me," said the agent's wife, who had really been our most attentive listener, "that he is trying not to hurt your feelings, Mr. Rambler, but I really believe at heart he is a bit of a Imaum Ali Zade." On seeing the look of inquiry on the Rambler's face and my own, while the agent was grinning broadly, she hastened to add: "Let me read you something that may possibly fit the case; or, however that may be, that will intersperse a bit of variety." She went into an adjoining room and soon returned with a book in her hand, from the index in which she was evidently trying to locate some particular extract. While her back had been turned, however, the agent with a chuckle said: "Do you know, that woman reads everything. What is best about it, though, is that she gets fun out of it, and frequently from the most unexpected quarters. What she is going to get is an old almanac that she picked up at an auction with a lot of other books about ten years ago. In fact, the almanac was thrown in with the lot, and no one but she would ever have gotten anything out of it. But you wait," he concluded, with a wink. The lady, finding her place, said: "Now, let me read you a short extract from an article on statistics published way back in this American Almanac for 1876." She then read the following:

"In illustration of the general indifference, if not incapacity, of the Oriental mind for statistical science, take the following remarkable letter published by Mr. Layard, the Oriental traveler, and written by a Turkish *cadi*, in reply to some inquiries concerning the commerce and population of his own city:

"My Illustrious Friend, and Joy of My Liver:

"The thing you ask of me is both difficult and useless. Although I have passed all my days in this place, I have neither counted the houses nor have I inquired into the number of the inhabitants; and as to what one person loads on his mules, and another stows away in the bottom of his ship, that is no business of mine. But, above all, as to the previous history of this city, God only knows the amount of dirt and confusion that the infidels may have eaten before the coming of the sword of Islam. It were unprofitable for us to inquire into it. O, my soul! O, my lamb! seek not after the things which concern thee not. Thou camest unto us and we welcomed thee: go in peace.

"Of a truth thou hast spoken many words; and there is no harm done, for the speaker is one and the listener is another. After the fashion of thy people, thou hast wandered from one place to another until thou art happy and content in none. We (praise be to God!) were born here and never desire to quit it. Is it possible, then, that the idea of a general intercourse between mankind should make any impression on our understandings? God forbid!

"Listen, O my son! There is no wisdom equal unto the belief in God! He created the world; and shall we liken ourselves unto him in seeking to penetrate into the mysteries of his creation? Shall we say, behold this star spinneth around that star, and this other star with a tail goeth and cometh in so many years? Let it go! He, from whose hand it came, will guide and direct it.

"But thou wilt say unto me, stand aside, O man, for I am more learned than thou art, and have seen more things. If thou thinkest that thou art in this respect better than I am, thou art welcome. I praise God that I seek not that which I require not. Thou art learned in the things I care not for; and as for that which thou hast seen, I defile it. Will much knowledge create thee a double belly, or wilt thou seek paradise with thine eyes?

"O, my friend! If thou wilt be

happy, say There is no God, but God! Do no evil, and thus wilt thou fear neither man nor death; for surely thine hour will come!

"The meek in spirit (El Fakir),
"Imaum Ali Zade."

"Yes, I guess he surely is an Oriental," said the Rambler, nodding in my direction at the conclusion of the reading; and just to pay him for being such I'm going to throw a few more facts at him from this pamphlet. Now, listen, everybody. Under the head of Passenger Traffic Statistics, it says that (as before, for the year 1914) the revenue passenger train miles of the country were over six hundred million (not to go too closely into details), and that the passenger train density, or passenger train miles, per mile of line, was 2,450, while the revenue passenger car miles, including passenger, sleeping, parlor and observation cars, was 2,295,120,978. From another point of view, the passengers carried one mile were 35,258,497,509. The passenger miles per inhabitant were practically 357; the average journey per passenger was 33.61 miles, and the average number of trips per inhabitant was 10.66. Again, it is shown that the passenger density, or passenger miles per mile of line, was 144,278. The passenger miles per passenger train mile (passenger per train) was 56, and the passenger miles per passenger car mile (passengers per car) was 15.4. The passenger revenue per mile of main track was \$2,504. The passenger revenue per passenger train mile was \$1.163. The average receipts per passenger mile were 1.982 cents. The passenger service train revenue per train mile was \$1.345, and the passenger service train revenue per mile of main track was \$3.056." He rattled all this off for the express purpose of trying to mystify me, but I was really more interested in it than he imagined, and the agent seemed to have thoroughly enjoyed the whole matter. The Rambler, however, appeared to have talked as much on the subject as he cared to, for he slipped the book back into his side pocket, as he remarked: "Of course, there is much

additional information here in regard to freight operation, expense, and so on; but possibly we have had enough for to-night." The agent's wife, however, volunteered the statement that, to her mind, while she possibly did not understand everything that had been cited, it had greatly impressed her with the enormity of the railroad business. "No wonder," she concluded, "that accidents sometimes occur on them." "Ah," said the Rambler, quickly, "that reminds me what the pamphlet shows on that subject;" and, then, without referring to the book, he told us that in it were some interesting statements showing that, including passengers, employes on and off duty, trespassers and non-trespassers, there were but 89,281 persons killed and injured during 1914 in connection with the railroad business, as against 113,683 in industrial accidents. "But what is more remarkable," he went on, "there were but 85 passengers killed in train accidents during the year, while 7,001 were injured. This in itself argues for the comparative safety of passenger railway travel, when, with 7,086 killed and injured, it is remembered that thirty-five and one-quarter million passengers were carried one mile."

We stayed with the agent that night and took the morning train home. My outing of the day before had rather tired me, for I was not used to being out in the open for so many continuous hours, to say nothing of the incidental tramping that the Rambler subjected me to. Hence, it was not surprising that, soon after seating ourselves in the observation car and finding the morning paper of no great interest, I fell asleep. On awakening I found that the Rambler had disappeared, but I thought nothing of that fact at the time. Neither did the necessity of looking him up occur to me as we neared our destination, I supposing that when the train pulled in he would join me and we would go to lunch together. He did not put in an appearance, however, even after the train reached the station; but knowing something of his erratic movements this made no particular impression on me as I walked up the platform, until, in the distance, I noticed him through the crowd carrying, not only his own grip, but that of a lady beside whom he was walking. "Well," I said to myself, "it's all accounted for. Unless I'm very much mistaken, that is the 'Trunk Lady' he is with."

Service Notes of Interest

The Florida East Coast Hotel Company announces the period of operation of the hotels of the system during the season of 1915-16 as follows:

The hotels of the Florida East Coast Hotel Company are all operated on the American plan, but in addition the equipment of each one includes an up-to-date grill room with service equal to any demand:

Ponce de Leon—St. Augustine. Opens Thursday, January 6, 1916; closes Monday, April 3, 1916.

Alcazar—St. Augustine. Opens Monday, December 6, 1915; closes Monday, April 17, 1916.

Ormond — Ormond - on-the-Halifax. Opens Saturday, January 8, 1916; closes Monday, April 3, 1916.

The Breakers—Palm Beach. Opens Thursday, December 23, 1915; closes Saturday, April 1, 1916.

Royal Poinciana—Palm Beach. Opens Saturday, January 15, 1916; closes Monday, March 27, 1916.

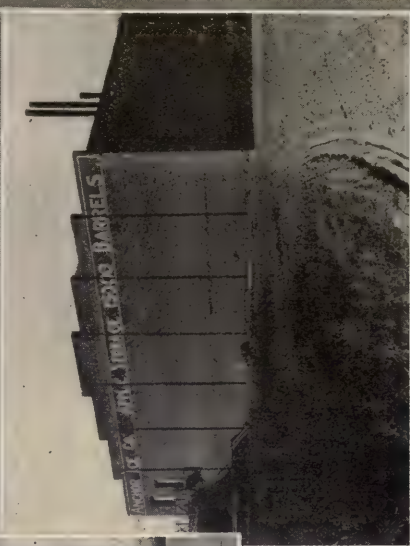
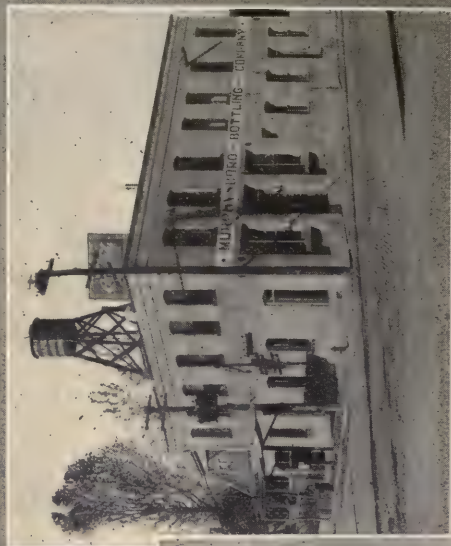
Royal Palm—Miami. Opens Saturday, January 1, 1916; closes Saturday, April 1, 1916.

The Colonial — Nassau (Bahama Islands). Opens Tuesday, January 4, 1916; closes Monday, April 3, 1916.

Royal Victoria — Nassau (Bahama Islands). Rooms only. Opening to be announced later.

Long Key Fishing Camp—Long Key. Opens Saturday, January 1, 1916; closes Monday, April 10, 1916.

For information relative to other



*Some Industries
Murphysboro Ill.*



*Southern Illinois Milling
& Elevator Co*

hotels along the East Coast of Florida and at Nassau, Bahamas, and on the Island of Cuba, see the information booklet of the Florida East Coast Railway.

The Chicago, Milwaukee & St. Paul announces that on Nov. 7th "The Columbian" trains, 17 and 18, will leave Chicago at 8:30 a. m., and that, in addition to its present equipment, it will operate a standard sleeping car between Chicago and Portland via Spokane and the O.-W. R. & N.; trains Nos. 11 and 12 of the latter connecting with "The Columbian" at Spokane, and carrying the sleeping car to and from Portland. Tourist sleeping cars and coaches will also be operated between Spokane and Portland by the O.-W. R. & N., in connection with similar service on "The Columbian."

In reference to its new route to Portland, Ore., via Spokane, the C. M. & St. P. makes further announcement as follows:

"An optional route arrangement will be authorized by the O.-W. R. & N. Co., under which tickets via the C. M. & St. P. Ry. to Seattle thence O.-W. R. & N. Co. to Portland will be honored by the O.-W. R. & N. Co. on their direct line from Spokane to Portland. This optional route arrangement applies eastbound as well as westbound and will be available on tickets to points beyond Portland. As soon as practicable tariffs will be amended to include the route via C. M. & St. P. Ry. to Spokane thence O.-W. R. & N. Co. to points on and via that line, but as some time will be required to make the necessary adjustment in tariffs the optional route arrangement shown in the foregoing will serve the purpose until tariffs can be supplemented. Under this arrangement passengers purchasing tickets via Seattle and the O.-W. R. & N. Co. to Portland and points beyond can be assured that on application to conductor before reaching Spokane, they will be furnished with an exchange check which will be honored by the conductors of the O.-W. R. & N.

Co. The necessary arrangements will be made for handling baggage."

Mr. H. E. Fry, general agent of the Wolvin Steamship Lines, New Orleans, wrote our representative in that city, under date of October 21st, as follows: "I wish to advise that we expect to have the steamship 'City of Tampico,' from here to Vera Cruz and Tampico (in the order named), about November 1, 1915. First class fare is \$50.00, plus \$3.00 war tax; children two to twelve years, \$25.00, plus \$1.00 war tax."

Under date of October 25th Mr. Gabe Filleul, general agent Mexican Navigation Co., also wrote as follows: "We take pleasure in announcing that we will have the 'Steamship Mexico' due to sail from New Orleans to Vera Cruz, Mexico, direct, on or about November 12th. This steamer was built in 1913, has latest modern improvements, including wireless, and has first-class accommodations for about 100 passengers. It is our intention to keep this steamer in the New Orleans-Vera Cruz service, with frequent sailings, dates of which you will be advised from time to time. The first-class passenger fares are \$50.00 and \$40.00, according to accommodations furnished; steerage, \$20.00."

In the event any passenger inquiries are received in the above connection, agent should take the matter up promptly by letter with the proper passenger traffic official in his territory.

The Union Pacific has issued the following announcement:

"The Union Pacific System, comprising U. P. R. R., O. S. L. and O.-W. R. & N., has added its weight to ticket reform by making one coupon good between any two points on the system—no matter how many of our lines are traversed in the journey between these two points. This will simplify the work of all agents, not only on our own lines, but on all connecting lines from which passengers are routed Union Pacific System. It also will simplify the work of gate-men, conductors and auditors, and will help remove the confusion and dissatis-

faction with which travelers regard long tickets. Our new short-ticket arrangement became effective Sept. 1, 1915. Until such time as tickets are reprinted, the present issues having separate coupons for each line will be accepted; where skeleton tickets are used only one coupon will be necessary."

The Chicago, Milwaukee & St. Paul announced the discontinuance of the through standard sleeping car and chair car operated on "The Denver Special," trains Nos. 11 and 14-10, between Chicago and Denver; but that standard drawing-room sleeping car will be regularly assigned to their train No. 11, Chicago to Omaha. The through Chicago-Denver equipment on "The Colorado Special," train No. 19-13, leaving Chicago 10:45 a. m., and on "The Colorado Express," No. 3-15, leaving Chicago at 10:00 p. m., will be continued. They also announced the discontinuance of the standard and tourist sleeping cars formerly operated via Omaha on "The Portland-Puget Sound Express," trains Nos. 19 and 4-12, between Chicago and Portland, but that, no change in through car service will be made to California on trains Nos. 19 and 20.

We are advised that the Great Northern Pacific Steamship Co. announce that, effective November 26th, they will inaugurate service between San Francisco and Honolulu, and will touch at San Pedro and Hilo. Rates to be, first cabin, \$65.00; second cabin, \$45.00, and steerage, \$35.00. For this service the steamship "Great Northern" will leave San Francisco on November 26th, San Pedro on the 27th, and Hilo December 2nd, arriving Honolulu December 3d; leave Honolulu December 6th, arriving San Francisco December 11th. Sailing from San Francisco will be about every twenty days thereafter.

This new service of the Great Northern Pacific Steamship Co. will not interfere with their present service between San Francisco and Northern Pacific Coast points.

Effective Wednesday, November 10th,

from Chicago, and Friday, November 12th from San Antonio, the Central's Chicago-San Antonio through sleeping car service was increased by the addition of a second sleeping car via New Orleans in connection with the Southern Pacific Lines; the car being carried on the Central's trains Nos. 1 and 2, and on the Southern Pacific's Sunset Mail No. 7 westbound and Sunset Express No. 10 eastbound. This in addition to the through Chicago-San Antonio sleeping car on the Central's trains Nos. 3 and 4 in connection with the Southern Pacific Lines from New Orleans.

Effective November 6th the United Fruit Company changed the schedules of their New Orleans-Colon service so that the sailing days from New Orleans for Colon via Havana and from New Orleans for Colon direct, have been reversed. That is, ships for Colon via Havana now leave New Orleans 11:00 a. m. on Saturdays instead of Wednesdays, and ships direct for Colon leave on Wednesdays instead of Saturdays. The new schedules give longer lay-overs at Havana and Colon, a matter of much interest to the tourist.

The Northern Pacific has announced the discontinuance of its "N. P. Limited," night trains 19 and 20, between St. Paul, Crookston, Grand Forks and Winnipeg, but calls attention to the fact that the operation of its daylight trains between the above points, "The Manitoba Limited," trains 13 and 14, will continue on the same schedules as heretofore—i. e., leaving St. Paul at 8:20 a. m. and leaving Winnipeg 7:30 a. m.

The Gulf & Ship Island Railroad Company announces by special circular that the recent hurricane that occurred on the eastern Gulf coast damaged their terminal property but nominally, so that all phases of their business at Gulfport were maintained uninterruptedly. Hence, it desires to have it understood that it is conducting all business of the port as usual.

The Chicago & Northwestern have announced the extension through to Seattle of the standard sleeping car on the "Oregon-Washington Limited" formerly running between Chicago and Portland via the C. & N. W. Ry. and Union Pacific System.

The "Katy Limited" of the M. K. &

T. has recently changed time to leave St. Louis for Dallas, Ft. Worth, Waco, Austin, Houston and Galveston at 9:10 a. m. instead of at 9:25 a. m.

The Union Pacific has announced the discontinuance of its "Denver Special," trains 11 and 14, between Omaha and Denver.

Putting the Railroad on the Map

"PUTTING the Illinois Central on the map" is an expression that has a greater significance in a city or locality where such an operation is more difficult to perform. The city of Indianapolis is a case in point, where the Illinois Central took over the old Indianapolis South-

Hamilton and Dayton being long established and with large shop forces, most of whom are residents of the city, do not need to advertise the fact of their presence, but when you start to talk about the Illinois Central you might be asked questions that would make you wish for a sledge hammer to aid in sinking the fact in, once and for all, that the Illinois Central runs from Indianapolis to Effingham, Ill., and there connects with the main line for the south and west as well as the great northwest.

Much has been accomplished in the last year or so by a hearty co-operation of the employes and representatives in the different departments of the Road located in Indianapolis and the write-up in the October issue of the Illinois Central magazine showed thoughtfulness on the part of the management in this direction.

The Daily Press of Indianapolis has furnished a medium for bringing the Illinois Central more prominently before its readers, and occasionally articles regarding improvement expenditures, the purchasing of new locomotives and equipment and comments on Annual reports of the Road have been willingly published. This is where the shipper or patron of the Road gets his cue, which not only results in "Putting the Railroad on the map" but also nurses the much desired result, namely, "Putting the I. C. on the bill of lading."



B. W. FREDENBURG, COMMERCIAL AGENT.

ern and changed the name without pomp or ceremony.

The Pennsylvania, Big Four, Vandalia, Lake Erie and Western and Cincinnati





Keep the Place Clean

By Wm. Woods, General Foreman, Gwin, Miss.

I DO not remember who first said "Cleanliness is next to Godliness." I do not know that I ever knew; I have heard that it is a quotation from the Bible, and various poets of long ago are credited with the saying.

My first recollection of the words was when my mother, using soap and water and a rough cloth, washed my neck and ears, and, with my head held firmly under her arm, threatening the use of a peach tree limb if I did not keep still, gave a final pull at my protesting nose, saying: "Cleanliness is next to Godliness. Nice little boys keep clean"; and releasing me, "Run out to play and keep clean."

I did not appreciate the truthfulness of the words then; in fact, I seriously doubted if they were true.

Then ensued a period of tousled hair, grimy face and torn trousers, which must well nigh have run my mother and my teachers distracted.

And, then, what boy has not been there? The dirt, the rents and unkempt hair, gave way to a new desire—trousers pressed and shoes shined, a tender beard mown each day—you know—

This condition prevailed for a space, and it was then that I received my first promotion—if promotion it could be called—the title of "foreman," and my force, three coal heavers and two fire cleaners, upon a short track back of the depot.

My duties, keeping time, hostling, machinist, boilermaker, blacksmith, car-repairer and—foreman.

With never a thought about cleaning

up, the place presented an unkempt appearance, all debris which collects about an engine track was there; still, my collars were clean and my shoes polished, for was I not foreman, with no boss nearer than a hundred miles?

Business increased and a new round-house was authorized. When it was completed I stepped in as foreman.

I could not be gotten along with for trying to keep clean. I washed the windows, and turned the hose on to the roof, scrubbed the floor and walls; any man who fired an engine up from under the jack got fired. I thought the place was clean until the "Old Man" made a trip of inspection. After he had gone I went into my office about ready to cry, took a chew of tobacco, and, seeing no cuspidor, spat on the floor. I sat there for a long time, undecided whether to quit or stay on the job.

Darkness came, and I still sat with my feet upon the desk, and in my imagination I thought that I was the "Old Man," and if I were in his place I would give myself some credit for trying, and after awhile I was busy in my imaginings, filling the office of the "Old Man"; I had just fired him off the job and he was begging to be allowed to go to work as hostler, when an engineer came rearing around outside, cussing about a lubricating glass that had not been put in. I threw what was left of my chew into the corner and went out to see what I could do about getting him out without an hour's terminal. After he was gone I said to myself: "Well, as long as I have fired the 'Old Man' and am work-

ing in his place, I might look around and see how things look."

I was surprised. Things that had appeared to be alright to me as foreman looked mighty bad to me as the "Old Man," and I congratulated myself that I had gotten off with only a calling down.

I began at once to look at things from the viewpoint of my superior, and every once in a while would put myself in his place, and walk over the plant.

I found that the hostlers were putting too much coal on the tanks, allowing it to fall off up and down the track; that the firemen were shaking the grates and dumping the pans before leaving, dumping the pans anywhere from the turntable to the last lead switch. The cinder pit men were not getting the clinkers out of the fire boxes, and the men in the house were dumping them into the pits. I found that the holes in the deck for the draw bar pins were not plugged and scattered coal up and down the track. The cinder cars had doors which would not fit, the men on the job would throw waste paper down anywhere, pinch bars and wrenches, blocks, jacks and scraps were left where they fell.

Hostlers filled fire boxes with coal, leaving the engines stand beside the tank or shop or chute, ruining the paint with smoke, and his helper would fill the boilers too full of water, plastering the place with soot when the engine was moved. These and many more things I saw.

It required continual watching for several months to drill the men into keeping the place clean. When the cinder pit men left clinkers in the fire box I would call them up and make them clean the grates and pan and then wheel the clinkers to some distant point, thereby causing them to do additional work, as well as being ridiculed by the other men.

When a man threw waste or paper on

grounds I would make him pick it up; sometimes it required half a day to locate the man, but every man who dropped trash had to pick it up himself.

Engineers who scattered orders had them mailed to them, with the request that they throw them in the waste cans provided for the purpose. Every man who came on the place had it impressed on him that he was expected to keep it clean, and there are very few men who will not help when they see that you are trying.

The section foreman is an important factor, not only in keeping the place clean, but in keeping the tracks up; there is nothing helps the looks of the place more than straight, clean tracks, and with a little policy and politeness toward these men, they will make a smoother, cleaner job and will come around oftener to see how you are fixed.

They are, after all, most of them human, and may be better men than I. Then, there is "Old Henry," who cannot take orders from any one but myself. He has his wheelbarrow, scoop and broom, and all he is expected to do is to keep the place clean; after he gets over the roundhouse and adjacent grounds, he gets his whitewash brush and touches up the dark spots. There is nothing helps more than whitewash.

The electric lights are kept wiped by one man, whose duty it is to work one hour every day, just washing the reflectors.

The scattered coal and cinders, the smoked-up paint, the dirty reflectors, represent a loss to the company, and, more important, perhaps, betoken a condition that is costing millions of dollars, *carelessness*.

And, after all has been said about keeping the place clean, it means but one thing—*economy*.



Report of Memphis & Nonconnah Joint Safety Meeting, Held at Memphis, Tenn., Oct. 6, 1915

The following present:

W. H. Watkins, Master Mechanic.

W. F. Lauer, General Foreman.

E. M. Diffenbaugh, Asst. General Foreman.

B. J. Feeny, Traveling Engineer.

Geo. Paul, Roundhouse Foreman, Memphis.

G. S. Gaden, Roundhouse Foreman, Nonconnah.

H. Dubowich, Gang Foreman (Car), Nonconnah.

J. R. Lee, Tool Foreman, Nonconnah.

J. B. Higgins, M. C. B. Clerk, Nonconnah.

T. W. Jackson, Machinist, Nonconnah.

C. C. Buck, Machinist, Memphis.

C. W. Weathers, Machinist, Memphis.

E. L. Givens, Boilermaker, Memphis.

S. A. Smith, Boilermaker, Nonconnah.

F. Stonier, Boilermaker, Nonconnah.

H. K. Wagner, Blacksmith, Memphis.

W. S. Kelly, Blacksmith, Memphis.

M. L. Flowers, Blacksmith, Nonconnah.

E. Noltemier, Tinner, Memphis.

J. Breedlove, Pipe Fitter, Memphis.

B. S. McGinnis, Mill Man, Nonconnah.

C. R. Hodges, Car Repairer, Nonconnah.

E. B. Bateman, Car Repairer, Nonconnah.

B. E. Thomas, Carpenter, Nonconnah.

F. J. Theobald, Chief Clerk M. M.

MR. WATKINS presided as temporary chairman at this meeting, pending reorganization of the Safety Committee, and he made a lengthy address in behalf of "Safety" and endeavored to instill in the minds of those present the responsibility resting with each employe. He explained that an employe injured, injures his entire family by depriving them of the necessities of life, caused by injury depriving him of his daily income. He also apprised them of the enormous sums paid out each year account of personal injuries, not saying anything about the suffering of those injured. He appealed to the Committee to watch our men and see that they do not place themselves in dangerous positions or take chances, as this Company does not expect our employes to do this.

Ample supplies of safe trestles should be provided, car jacks kept in first class condition, scaffolds should be put up safely, and care should be exercised in the different yards where cars are being inspected and oiled, air hose coupled and light repairs in general made.

The rules covering the use of blue flags and the blue light practice must be complied with literally, as we have some of our most serious accidents in the train yards. All machinery should be inspected, and those not equipped with safety guards should be equipped at once. The same applies to belting on all machinery, and pulleys should be inspected from time to time, especially on high speed machines in the Planing Mill, to avoid damage to machinery and injuries to persons in the building, as it is the duty of each em-

ploye to protect and safeguard his fellow workmen and leave nothing undone to prevent injuries.

When recommendations are made by any employe in behalf of "Safety," immediate action should be taken, and if the recommendation warrants, it should be handled for improvement without delay.

Statement of Personal Injuries by Shops

The Master Mechanic had just received a statement from the Chief Claim Agent, showing the number of personal injuries by shops and by Divisions, which was read and analyzed for the benefit of the Committee. Chairman, Mr. Watkins, expressed hopes that Memphis Shops would rank among the first in future months, and also expressed his desire that this statement would be sent us monthly, as they are very instructive and give the Safety Committee an idea what other shops are doing to prevent personal injuries. While on this subject, I might mention that there were several of our General Superintendent Motive Power's Circulars, accompanied by statements showing personal injuries by shops and the various causes, read. These statements were also found to be very instructive, and they were turned over to the Safety Committee; also, future reports will be turned over to this Committee when received.

Shop Tools

Inquiries were made as to conditions of shop tools, especially small hand tools, and the Committee was told that there had been considerable improvement in the maintaining of shop tools during the past few months. Hand chisels and hammers are in better condition, and very few are now seen with "Sunflower" heads. The Chairman of the Nonconnah Safety Committee told the members that jacks are being properly lubricated now and in better repairs than he had ever seen them. He also stated that a supply of good, substantial trestles and ladders are being made and placed in convenient places throughout the yard.

Stacking Lumber

Attention was called to the dangerous practice of stacking lumber in stacks too high and too narrow. This practice is considered very dangerous and the Division Storekeeper was notified to reduce the height of lumber stacks. Attention was also called to some improperly stacked car sills that were stacked in high, narrow stacks, and the Nonconnah Safety Committee ordered the height of stacks reduced, which was done immediately.

Protruding Nails

The Committee was told of the danger of protruding nails lying on the ground promiscuously where car sidings and planks are torn from car and left lying on the ground, thereby endangering workmen by stepping on them. Instructions were issued to General Foremen to see that the yards are kept clear and clean of rubbish and remove it as fast as it is torn from cars, to avoid danger of employes stepping on exposed nails.

Loose Material Placed on Cab

It was reported that some caps, throttle boxes, bolts, nuts, etc., are being removed and put on roof of cab, too near edge, until such time as they are needed. On account of the danger of these rolling off and striking employes, the Committee was instructed to watch this and caution careless employes working on top of engines.

Heaping Coal on Engine Tenders

The Committee was instructed to watch for locomotives being coaled at Memphis and Nonconnah and report any engine noticed with coal piled too high, which is liable to roll off and strike the head of some passerby. Coal should not be allowed to hang over the edge of tank at any time. The Com-

mittee was also instructed to talk to enginemen, explaining to them the danger when taking coal on the road.

Address by Mr. Feeny

Mr. Feeny was called upon to address the Safety Committee and he made a very instructive talk in the interest of "Safety." He told them he was glad to see that the "Safety First" interest has taken such deep root. For the benefit of the new members, he pointed out the many improvements and safety devices that have been installed in each Department, and, in his opinion, the dangers that used to prevail are now entirely eliminated, and could see no excuse for any one becoming injured. All machinery and belts are safe-guarded, signs throughout the shop warning employes of dangerous machinery where same cannot be prevented, and yet, it is surprising how many careless employes are deliberately walking into danger.

He suggested that close co-operation is necessary between the Safety Committee and the employes in general. He explained that there is no use for jumping on and off trains while in motion, or riding in dangerous places on trains when it is not necessary, which is often practiced by thoughtless people. Tinkering with the hidden danger of electricity is another dangerous practice, and employes should never attempt to handle wires or metal with electrical appliances, but instead they should call an electrician who knows the danger. The placing of torpedoes on the rail is another dangerous practice, as the explosion of a torpedo is likely to result seriously to any one happening to be near.

In his closing remarks he told the Committee he hoped to be present at all meetings in the future, and would assist in every way possible to help a good cause.

Address by Mr. Lauer

Mr. Lauer made an enthusiastic talk and brought out several discussions that were very beneficial to the members. He told those present that the Safety Committee deserved great credit for what they had done in the past, as it was by their suggestion and recommendation that Memphis and Non-connah was made as safe as it is. He coincided with Mr. Feeny in his remark that the Safety Committee are not working close enough with the employes. The Safety Committee should especially work hand in hand with the Foremen, and, with the aid of the Foremen, there can be no doubt about the results that can be accomplished. He suggested that a committee of two or more of the Safety Committee investigate each personal injury and make a fair and impartial report of all injuries of any importance, and state plainly whether due to defective machinery, defective tools, bad floor, or whatever the cause may be.

In addition to this, he told the Chairman he would instruct his Foremen to frequently call employes' attention to any dangerous practices, and would ask that co-operation be encouraged by employes not placing themselves in dangerous positions. On account of a number of our regular Safety Committee having resigned and their places not filled he suggested a reorganization of the Safety Committee. After some discussions, the following permanent Safety Committee was appointed, having been selected from the different Departments, and consisting of the most conservative members:

W. T. Waters, General Chairman.

MEMPHIS COMMITTEE

E. Noltemier, Tinner, Chairman.

C. W. Weathers, Machinist.

S. A. Smith, Boilermaker.

E. M. Gray, Painter.

W. R. Lewellen, Pipe Fitter.
 H. K. Wagner, Blacksmith.
 J. King, Eng. Dispatcher (Night).
 Tom Lemser, Coachman (Poplar St., Day).
 Frank Shock, Coachman (Poplar St., Night).
 A. R. Castles, Interchange Inspector.
 H. J. Culleman, Car Repairer.
 H. T. Skelton, Storekeeper.
 H. Lickey, Electrician.
 H. J. Riddell, Clerk.

NONCONNAH COMMITTEE

W. B. Higgins, Clerk, Chairman.
 T. E. Jackson, Machinist (Day).
 M. L. Flowers, Blacksmith.
 A. Hall, Machinist (Night).
 W. G. Conway, Millman.
 B. Thomas, Carpenter.
 G. M. Carter, Carpenter.
 M. E. Hager, Car Repairer.
 C. Jarrett, Painter.
 E. W. Williams, Car Inspector (Day).
 M. F. Bell, Car Inspector (Night).
 W. M. Donaldson, Car Inspector (Night).
 R. L. Ray, Car Inspector (Night).

It will be noted from the above that this committee has been selected from employes in the various Departments, both day and night, which includes employes in the Mechanical, Transportation, Electrical and Store Departments, and they have been instructed to meet once each month, or more often, at time and place selected by the General Foreman.

There being no further business to discuss, the meeting adjourned.

Appointments and Promotions

Effective November 15, 1915, Mr. Lawrence A. Downs is appointed General Superintendent of the Lines South of the Ohio River, with office at New Orleans, La., vice Mr. Lewis W. Baldwin, resigned to accept service with another Company.

Effective November 15, 1915, Mr. Thomas E. Hill is appointed Superintendent of the Kentucky Division with office at Louisville, Ky., vice Mr. Lawrence A. Downs, promoted.

Effective November 15, 1915, Mr. George E. Patterson is appointed Superintendent of the Louisiana Division (except New Orleans Terminal) with office at McComb, Miss., vice Mr. Thomas E. Hill, transferred.

Effective November 15, 1915, Mr. Frank T. Mooney is appointed Terminal Superintendent of the New Orleans Terminal, which will be operated separately from the Louisiana Division.

Effective November 15, 1915, Mr. Joseph W. Hevron is appointed Superintendent of the Springfield Division, with office at Clinton, Ill., vice Mr. George E. Patterson, transferred.

Effective November 15, 1915, Mr. Charles A. Phelan is appointed Train Master of the Chicago, Bloomington, Pontiac and Tracy Districts, and Gilman Line, with office at Kankakee, Ill., vice Mr. Joseph W. Hevron, promoted.

From the Law Department

Commerce News

Complaint that Illinois Central's service is too efficient.—There was tried in July, briefed recently, and there is to be argued orally on November 15th the complaint of certain coal operators in Alabama (ICC Doc. 7702), wherein the principal contention of the complainant coal operators and certain roads extending from Alabama to Mississippi is that the Illinois and Kentucky roads hauling coal from mines in those states to Mississippi and elsewhere, violate the law because, judged by distance, they do not charge enough for the good service they render, and that consequently the coal market for Alabama producers and roads has been curtailed.

On the other hand, the Illinois and Kentucky carriers contend that water competition, and market competition coupled with carriers' competition in the consuming territory, are such forceful factors in limiting the measure of the present rates on coal from southern Illinois and western Kentucky that the element of distance is not so important as it would be but for these competitive conditions; that when competition enters, distance fades; that the extent to which a carrier shall lower its rate to meet anticipated competition is a matter primarily for its decision; that carriers operating from Illinois and Kentucky were incorporated to do business as common carriers and, among other things to haul coal to Mississippi and elsewhere for those who choose to employ them; that if they ceased to compete for such traffic to such extent as to exclude mines on their lines from

shipping coal to said territory or to exclude consumers there from the use of said coal, they would be omitting to do one of the things for which they were created, and that they have a right to meet this competition under existing conditions.

How car shortage may be avoided.—The Interstate Commerce Commission urges co-operation of shippers and carriers, as shown in the following excerpt from its circular:

"Informal complaints to the Commission indicate that the annually recurring failure of transportation facilities known as 'car shortage' is again appearing. The Commission urges on all shippers and all carriers that close attention to methods of loading, unloading, moving, and promptly returning to use the cars now available will go far toward making the present supply of cars sufficient for all purposes.

"In order that the business of the country may go forward without interruption, the Commission urges shippers, both individually and through their associations, to co-operate to secure the prompt and full loading of cars and their prompt release. One of the chief causes of failure of car supply in past seasons has been the unnecessary detention of cars by careless shippers and by shippers using them for storage purposes. In the general public interest, shippers should endeavor to release cars at the earliest possible moment without regard to the free time given by the tariffs.

"All the efforts of the shippers will be unavailing, however, unless the

carriers also use extraordinary measures to eliminate all delays chargeable to them. The failure of car supply is usually a failure of car movement. The congestion of terminals is the ever present feature at times of such failure. The Commission therefore urges carriers to make every possible endeavor to improve their methods of operation of terminals in order that cars may move promptly. Also company material should be unloaded with the same despatch that is required of shippers.

"The Commission is moved to make this appeal by its desire to save both shippers and carriers from the losses which are occasioned by failures of car supply, and by its knowledge that measures such as are here suggested to have operated in past seasons to save all concerned from heavy losses."

Fertilizer advance sustained.—In harmony with the advanced import rates on fertilizer sustained in Western Rate Advance Case, 35 ICC 479, the Commission has recently sustained the advanced domestic rates from the Gulf ports to St. Louis from \$3.40 to \$4.00 per ton with corresponding advances to Cairo, Chicago and other points.—Fertilizer and Fertilizer Materials from New Orleans, 36 ICC 247.

Reparation in discrimination cases.—In a discrimination case, the measure of damage is not the difference between the two rates but is a fact that must be proved with the same definiteness as would warrant a judgment in a court of law. (Gilmore vs. C&NWRCo., 36 ICC 226, opinion by Mr. Commissioner Clark, October 12, 1915.)

In the case of Louisville & N. R. Co. v. Chambers, 178 S. W. 1101, the Court

of Appeals of Kentucky decided that where the car of a railroad company ran off a switch and crashed through a fence in the front yard of plaintiff's residence, and when the plaintiff woke up he found his head between the rods of his bed, without any explanation of how it got there, the railroad company was not liable for any injuries caused to plaintiff by getting his head through the opening. The court distinguished the case of a man who acts unwisely when put in sudden peril, and says:

"But in the instant case there was no apparent or seeming peril, rendering reasonably and apparently necessary a choice of means of extrication therefrom and action upon that choice; nor is it made to appear that appellee made any such choice, or acted thereupon. True, there came in the night time a loud crash at the front of his residence and a scream from his wife; but the noise of that crash and that scream were all that could possibly have come to appellee's senses. He saw no seeming peril; he is not here insisting that he sought to avert any seemingly impending danger and was thereby injured; he only knows that he awoke in the night to find his neck entwined in the cool embrace of the rods at the head of his bed. How or when he got in that position he does not pretend to know. For aught the record shows, he may have been nestling in that snug caress for some time before the crash of the car or the scream of his wife aroused him to the stern realities of his peculiar situation; or he may have been awakened by the crash, and, while in a semi-conscious condition, have become so entangled; or he may have been awakened by the scream of his wife, and got in that position before reaching full consciousness."

Railway Transportation in Illinois

Synopsis of an Address of the Mr. Blewett Lee, General Solicitor of the Illinois Central R. R. Co., at the Twenty-fifth Annual Meeting of the Illinois Bankers' Association

In the State of Illinois the railroads have constructed over thirteen thousand miles of line to care for their carrier business at an investment (calculated for assessment purposes and excluding the Illinois Central's charter line) of eight hundred and twenty million dollars, on which property taxes of seven million, eight hundred and forty thousand dollars, this including the Illinois Central charter tax, were paid in 1913, the latest available year for which figures could be secured. They employ one hundred and seventy-five thousand people at an annual disbursement exceeding one hundred and twenty-five million dollars. Taking five as the average number in a family, it will thus readily be seen that one in every seven of the population of the state is directly dependent upon them for livelihood. There is no doubt but that this industry is largely responsible for, and itself grew hand in hand with the rapid development of the resources of Illinois.

Our passenger service in Illinois, I believe, is about the average for the country, and the journey itself, due to block signals, improved equipment and strict attention to business, has been made comfortable and secure; but the rates we are allowed to charge for all of this are very low and in fact entirely inadequate to cover the cost of the service rendered, much less provide for an investment return. In this state, with a population density of 491 persons per mile of road, we are permitted to charge a per mile rate of not to exceed two cents. Calculations prepared for court review in passenger rate cases in many states go to show

an utter loss from the service at such a unit return. In particular, I have in mind statistics prepared in connection with a proposed reduction in intrastate passenger rates in a certain southern state, having a population density of 561 persons per mile of road, which placed the actual cost of transporting one passenger one mile, with a six per cent return on the investment in property devoted to intrastate passenger use, at 3.08 cents, and I have not the slightest doubt that the cost in Illinois, with more expensive terminals and far better service and facilities, could be shown to be at least as great. Recent Supreme Court rulings also corroborate the confiscatory character of two-cent rate legislation and support the theory that each unit of service should be self-sustaining. We inaugurated a campaign for an increased passenger rate in this state this spring and secured voluminous petitions from commercial organizations in support thereof, but the Legislature failed us. This propaganda was the outcome of a direct suggestion from the Interstate Commerce Commission, given in the decision of that body in the so-called Eastern Rate Case, when the inadequacy of passenger rates, although not under discussion, was nevertheless recognized and commented upon, and it has come to a point when we feel that we must secure this relief through some source if the present service is to be continued and improved.

I might also refer to the effort which the railroad companies made to diminish the fees required under the law of the State of Illinois by which the borrowing of money by railroads is taxed

at the rate of \$1.00 per bond. Owing to the fact that the railroads incorporated in Illinois operate lines of railroad in many States, the section of the Public Utilities Law of this State which requires the approval of the Commission before bonds are issued, not only for improvements in this State, but for improvements anywhere upon the line, has enabled Illinois to tax the improvements made in many other States of the Union. Large sums of money have been paid to the State of Illinois for the privilege of borrowing money to improve railroads in the South and West. In this way the State of Illinois is enabled, through the railroad companies, to collect money at the expense of her poorer sisters and to throw upon other States part of the expense of carrying on the State Government of Illinois. Theoretically, this statute is a charge for ascertaining the propriety of issuing bonds, but the charge has no proportion whatever to the character of the inspection, and, literally, hundreds of thousands of dollars are extorted by the State on account of investigations of the simplest character. More than a quarter of a million dollars was recently extracted from one railroad company for the privilege of putting its lines in the ownership of one corporation, since it had the misfortune to have a small mileage in the State of Illinois. The effort to temper by legislation the wind to the shorn lambs was a complete failure, for after successfully passing both Houses the statute received its quietus from the Executive hand, upon the ground that the State needed the money.

The trouble with the railroads of the country is that they are always in politics—not of their own choice or will—but for the purpose of increasing the popularity of those who are engaged in the pursuit of office. The regulation of the railroads of the country is in the hands of men who, with very few exceptions, have nothing to look forward to except political preferment. Their future lives depend upon their being able to obtain or retain

office, and the surest way to lose office is to become unpopular. For this reason, almost every question which affects the revenues of railroad companies is more or less unconsciously decided by the question, "What will the effect of this be upon my political future?" Any increase in rates would please the railroad companies, but would displease the rate-paying public. Any decrease in rates would please the public and would only displease the railroad companies. For this reason, the pressure lies heavily all the time upon the rates, and the railroad companies are in the position of having the amount of wages they shall pay fixed by one set of men, and the amount of rates they shall collect fixed by another, over neither of whom they have any control. Many of the men who fix rates feel all the time that they are taking their political lives in their hands if they give the railroad companies any more money.

The public has reached a stage of education where it revolts at the idea of appointing a judge who is not a competent lawyer, but it balks at the idea of appointing a railroad commissioner who is a competent railroad man. The fact that he is trained in the railroad business is, rather, a disqualification for the post, since, for some mysterious reason, he must be an enemy of the people. In all seriousness, it is no greater piece of folly to appoint a judge who is not a competent lawyer than to appoint a railroad commissioner who has not had railroad experience. Why is it essential that a man should know nothing about the business he is set to rule over?

The great conflict in state laws prescribing working hours and conditions, the number of men in crews, the number of cars in trains, the details of the construction and equipment of cars, and the like, make it very evident that in these things, in which a national uniform rule is possible, power to deal with the situation should be granted to the Interstate Commerce Commission, as has already been done for example in the matter of locomotive inspec-

tions. There is no sense in the present situation, where, for illustration, train crews have to screen car windows when the train goes into one state, and take the screens off the windows when it goes into another. In this day and generation we would laugh at the idea of each state putting on a protective tariff against goods coming from another state, but when a railroad commission deliberately undertakes and accomplishes the same thing by fixing railroad rates for the purpose, nobody seems to notice it. The commerce of this country pays no respect to state lines. The laws of the land should reflect the business conditions of the country and a strong broom should be placed in the hands of the Interstate Commerce Commission to sweep away these dams and obstructions which are perpetually set up by local authorities to impede and harass the business of the Nation.

One of the worst curses from which the railroad companies are suffering today is the discordant orders of the federal and state railroad commissions. Perhaps the Interstate Commerce Commission has been convinced by the railroad companies that a certain interstate rate should be increased. The action of the Interstate Commerce Commission is immediately paralyzed by the state commission in refusing to allow the increase of a competing intrastate rate, so that to all intents and purposes the state commission has vetoed the act of the Interstate Commerce Commission.

The experience of having both the state and the federal governments regulate rates has resulted in showing that the Interstate Commerce Commission and state commissions pull in opposite directions and that the state commissions pull one against the other, until, in the present state of the law, we have confusion worse confounded, a situation which has taken away to a great extent the power of the Interstate Commerce Commission to grant relief, when it is so disposed. Forty-eight states cannot regulate railroad finances with their conflicting

laws and independent commissions. The situation which is rapidly springing up, by which a half dozen state capitols must be visited before a railroad company can issue a bond, ought to give place to the single unified management of federal authority to which the railroad companies could turn and which could bring to bear upon delicate financial questions the resources of expert aid.

By all means let us have a uniform policy as to the issue of railroad securities and let the matter be in the hands of experts under the supervision of the national government, instead of the inefficient and extravagant system which prevails today in those states which have dealt with the matter at all.

In 1914 the number of miles of railroad built in the state of Illinois was 3.17, and the number of miles of railroad built in the entire United States was only 1,531.80. The number of locomotives built in the United States and Canada during the year 1914 (2,235), was less than half the number built during the preceding year (5,332). The number of freight cars constructed during the year 1914 was 104,541, while the number in 1913 was 207,684. These figures include the equipment built in railroad shops.

There are now in the hands of receivers 38,749 miles of railroads, having a capital stock and funded debt of \$2,582,909,413, which represents over 15 per cent of the mileage and over 14 per cent of the total gross capitalization of the railways of the United States. Not since 1893 has so large a proportion of the railway mileage of the United States been in the hands of the courts. If the average rates and scale of wages were in 1915 what they were in 1905, the Rock Island, Missouri Pacific and M. K. & T. would have been able to meet their interest and have something over for dividends. It is necessary to go back to the years immediately following the panic of 1907 before we find another period in which the net income of the railways was not larger than in 1915, and this in spite of the fact that the operated

mileage has increased 18,000 miles and the net capital investment approximately \$7,300 per mile between 1907 and 1915. The return in per cent upon the capital per mile owned, has shrunk from 5.74 in 1906-1907 to 4.36 in 1914-1915.

In 1914 the railways reported an average of 1.981 cents per mile for carrying passengers, in spite of the fact that upon a great portion of American railroads an average fare of 2 cents will scarcely pay operating expenses and taxes. The average return from carrying a ton of freight per mile was 7.281 mills, which is a lower figure than has ever before been reached, except in 1899 and 1913.

In the appeal of the railroads to President Wilson a year ago, the situation was put into a nut shell as follows:

"The net operating income of the railroads of the United States for the year ended June 30, 1914, was \$120,000,000 less than for the previous year, or about 15 per cent. The gross earnings for the year were \$44,000,000 less than for 1913; expenses and taxes were \$76,000,000 more."

Let us now consider the future. In the year 1915, obligations of railroad companies mature in the aggregate amount of \$581,712,619; in 1916 the maturities amount to \$144,402,238, and in 1917 to \$197,192,638. These figures you will observe are simply the refunding of obligations already outstanding, and make no allowance for borrowings necessary for new construction or improvements.

When we come to you with our bond issues, the very first thing you ask for is a statement showing our net earnings. What kind of a showing will the railroad companies be able to make unless they are permitted an increase of rates? Such a showing, I fear, as will lead investors to put their money in government or municipal securities and industrials—anything in fact, rather than a railroad bond.

Whenever the government lays its hand upon a business and forcibly limits its earnings, a moral obligation

arises to see to it that the investors in the business receive a reasonable return upon their investment.

Those who are opposed to increases in rates say that other lines of business also are showing poor returns; but this is no answer, for the state compels the railroad companies to continue their business without reference to their earnings; the work of transportation must go on; there is no chance of warehousing the goods or of shutting up shop and awaiting better times; other lines of business are allowed to charge what their business necessities demand and increase their prices with the increased cost; on the other hand, the government of the United States and the governments of the several states refuse to allow increases of rates by the railroad companies except after a hearing in which the law makes every presumption against them, and they do not recognize the fact that the railroad companies need the money as a sufficient reason why they should have it.

The pressing need of the railroad companies of the United States is higher rates. They have already cut their expenses to the bone and put into effect every means of lowering the cost of operation which they have. They have to face a steadily rising tide of prices for all materials which they consume and the steady increase of wages under the powerful pressure of the great railway unions and the recurring arbitrations in which, as the manner of arbitrations is, there is always a compromise which increases to some extent the expense of the railroad companies. They must also look upon a new class of labor legislation designed to create employment, such as train limit laws, full crew laws, and other laws by which the irresistible power of the state is used to compel railroad companies to employ more men than are necessary.

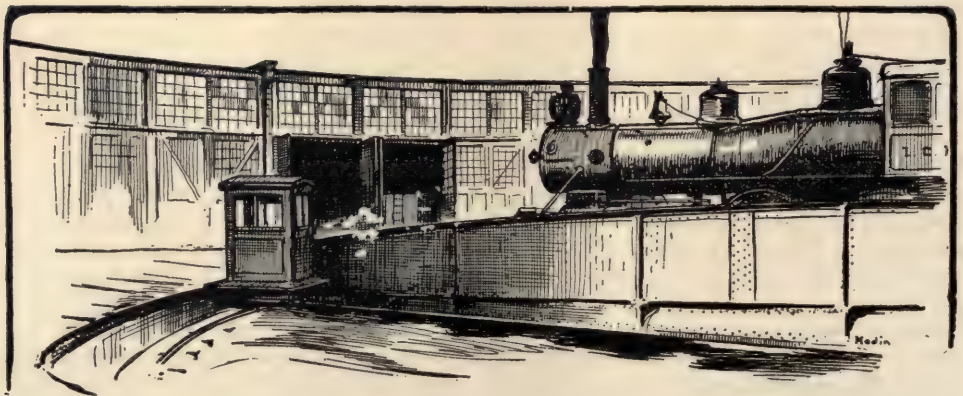
The important thing to be realized is that regulation does not mean strangulation and that railroad companies cannot give good service while they are being choked. The limit of

economy in reducing grades and increasing the power to secure a greater unit of train loads is in sight, if it has not already been reached, and the time has come when the great American desire to get something for nothing cannot be gratified, so far as railroads are concerned. The railroads should be allowed to earn enough money to encourage investment of new capital when it is needed, either to build new railroads or to improve existing lines. Any policy which stops the building of railroads in the United States, convicts itself of evil for it strikes at the commercial needs of the Nation in the tenderest place, for how can the business of the country be carried on or the country be developed without transportation?

We are rapidly reaching the situation where rates are made by the method of interminable law suits, and a new profession of commerce lawyers has arisen, who prosper by reason of the conversion of an administrative body into a court. The delays inherent to the present method of rate making prevent relief to the railroad com-

panies. What we need in our commissioners is less of the judge and more of the traffic manager. It is just as absurd to adopt the law suit method of fixing rates as it would be to use it in fixing prices for current sales.

Now just a word concerning improvements that benefit the public, but yield no adequate return, such as track elevation, ornamental depot structures, and the like. These improvements, of course, either make for public safety or serve to gratify civic pride, but the railroad secures practically no return on the vast outlays increasingly becoming necessary in this respect. They are refinements of service whose carrying charge, if such expenditures are added to capital account, must eventually absorb all of the net available, imperiling the value of stock issues. The public insists upon these things, and insists upon first class service. Sufficient earnings must be allowed to pay for them, all of which makes clear the necessity for additional revenues in order to properly spread the incident expense as a tax on those who thereby benefit.



FREIGHT TRAFFIC

DEPARTMENT



Some Things OLD and Some Things NEW About TOBACCO

What It Means in Traffic for the ILLINOIS CENTRAL RAILROAD, Especially
the KENTUCKY DIVISION

TOBACCO belongs to the order of plants commonly known as the Nightshade family. The aborigines of America grew tobacco long before the advent of the white man. Its generic name "NICOTIANA" was probably given to it in honor of JEAN NICOT, French ambassador to Portugal in 1560. Although this gentleman is credited with the greatest service in giving tobacco its official recognition, it was really first introduced into Europe in 1558 by Francisco Fernandes, a physician, who had been sent by Philip II of Spain to investigate the products of Mexico. NICOT, however, on his return to France in 1560 carried it to Catherine de Medici, the Queen, and the reception it met with from her and other titled personages gave it reputation and popularity. From Nicot and the Queen were derived the titles "QUEEN'S HEAT" (Nicotiana).

The French give Sir Francis Drake the credit of first carrying tobacco to England. However Sir Walter Raleigh's name will always, among the English speaking races, be linked with that of tobacco. In 1576 he joined his half brother, Sir Humphrey Gilbert, in a voyage to North America. He found tobacco on the plantations of Virginia (so named by Raleigh in honor of his Vir-

gin Queen, Elizabeth), and on his return to England, two years later, introduced it there.

In connection with this—it is stated that while Columbus was the first European to discover tobacco and that when he and his companions saw the Indians smoking it and blowing the smoke through their nostrils, they were as much surprised as they had been at the first sight of land. But their surprise was no greater than that of Ben Johnson, Beaumont, Fletcher, Shakespeare, et al., when, one stormy night Sir Walter Raleigh walked into the Mermaid Tavern and, throwing pipes and tobacco upon the table, invited all hands to smoke. Shakespeare thought that it was anticipating things a little to smoke in this world, and that Bacon should have the monopoly of it; while Ben Johnson "the wonderful gruff Johnson" after the first pipe full or so growled: "Tobacco, I do assert without fear of contradiction, is the most soothing sovereign, and previous weed that ever our dear old Mother Earth tendered to the use of man. Let him who would contradict that most mild, but sincere and enthusiastic assertion, look to his undertaker. Sir Walter, your health." Then every one drained his mug's contents and Sir Walter, was happy in the consciousness of

having given something to civilized man second only to food. Poor Raleigh, that courtly, grand, magnanimous English gentleman, the regal favorite of Queen Elizabeth—afterwards murdered by King James, the First.

"Sir Walter Raleigh! name of worth,
How sweet for thee to know
King James, who never smoked on
Earth,

Is smoking down below."

About three hundred and fifty years ago this Indian weed was first introduced to civilization and now what a wonderful item of commerce it is. I have no doubt, says Thackeray, "that it is from the habit of smoking that the Turks and American Indians are such monstrous, well bred men. The pipe draws wisdom from the lips of the philosopher, and shuts up the mouth of the foolish; it generates a style of conversation, contemplative, thoughtful, benevolent and unaffected."

Some one has said that, "The moment a man takes to a pipe, he becomes a philosopher. It's the poor man's friend; it calms the mind, soothes the temper and makes a man patient under difficulties. It has made more good men, good husbands, kind masters, indulgent fathers than any other blessed thing on this universal earth." Lord Lytton said, "He who doth not smoke hath either known no great griefs, or refuseth himself the softest consolation, next to that which comes from heaven." There is no composing draught like the draught through the stem of a pipe filled with good "old Kentucky" tobacco. We can puff away our cares with it when without it they remain an oppressive burden to existence oftentimes. The savage Indians of our own dear land enjoyed the blessing of the pipe hundreds of years before we did, and to the pipe is often ascribed the wisdom of their councils, and the laconic delivery of their sentiments. It might be well to introduce it into our Twentieth Century Legislative Assemblies.

My Pipe

"When love grows cool, thy fire still
warms me;

When friends are fled, thy presence
charms me.

If thou art full, though purse be bare,
I smoke and cast away all care."

There are fifty or more species of the genus *Nicotiana*, though few of them enter into the commerce of the world. The species grown in the Ohio Valley, the one of chief importance, is *Nicotiana Tobacum*. There are two or more distinct types of this. That grown in what is known as the White Burley District, Eastern Kentucky, Virginia, the Carolinas and some in Ohio, is of a mild quality and bright brown silky appearance. This type now supplies the domestic market with chewing, cigarette, cigar and pipe tobaccos, but the greater part of it is manufactured into chewing tobacco.

The dark tobacco district, including western Kentucky, part of western Tennessee, a small area of Missouri, Southern Illinois, and southwestern Indiana, produces a dark reddish brown heavy type, which is principally exported to European countries.

Kentucky and the bordering states produce annually between 375,000,000 and 380,000,000 pounds, or 268,571 to 271,428 hogsheads of 1,500 pounds each, more than one-half of the production of the United States and about one-sixth of the total production of the world. Kentucky alone probably produces from 250,000,000 to 300,000,000 pounds or 178,571 to 214,285 hogsheads of 1,500 pounds each. That grown in western Kentucky, dark tobacco, sells in the markets of Louisville, Owensboro, Henderson, Hopkinsville, Paducah, Mayfield, etc., at from six to twelve dollars per one hundred pounds. It is of interest to know that the English duty on that exported to that country in normal times is \$88.00 per hundred pounds and now during war times is \$132.00 per hundred pounds. Nearly all of the European countries have representatives or agents at the various Kentucky tobacco markets buying for their respective countries and while all of the tobacco exported is packed in hogsheads or tierces, it varies largely in size, according to the country

shipped to, the weight of the package running from 800 to 1,800 pounds. I suppose a fair average of the total is 1,500 pounds.

In former years nearly all of the tobacco exported was stripped or stemmed before it was shipped abroad but now it is shipped on the stem almost altogether. Also formerly the tobacco stems were usually burned (supposed to be worthless); later they were ground up, mixed with something else and used for fertilizing purposes—now they have a value of from twenty-five to thirty-five dollars per ton. Some of them are used in the manufacture of snuff, from others the nicotine is extracted and shipped to foreign countries where the tobacco

grown in other countries is put in the vats of this extract of our Kentucky grown stems, to give it body and strength, as well as flavor.

Tobacco is harvested in the Fall; at first it is put astride sticks about three feet long and hung up on scaffolds and left in the fields several days. It is then taken to the barns where rails are put far enough apart to permit each end of the stick holding the tobacco to be supported. The barns are made with plenty of openings to admit the air and thus the tobacco goes through a process of curing.

That grown in 1915 will be shipped in the Spring and Summer of 1916 and the winter of 1916-1917.

The Regularity in Making Schedule and the Safety and Comfort to Patrons of the "Seminole Limited" Furnishes a Theme for an Interchange of Letters Between an Employe and His Pastor

Rev. Burke Culpepper,
Jackson, Tenn.

Jackson, Tenn., September 27, 1915.

Dear Sir and Brother:

I have been selected by my co-workers, men with whom I have been associated for many years, men whom I have learned to love, not only as my fellow workmen, but for their noble traits of character, to thank you for the interest shown the different railroads and their great army of employes. The Companies, of which we form a part, have endeavored in the handling of their trains, to arrange their movements after the hour of the service. We further desire to say that we believe you are a man of God. The interest that you have shown the Railroad people has accomplished more than will ever be known.

You stated in one of your sermons that the Trainmen's Picnic was given without the use of beer or whiskey. This statement is absolutely correct.

As you go from town to town, as you preach from day to day, we call your attention to the Seminole, not only as a railway train, but the marked inspiration received from its signal lights. White of safety; the way is clear—Red for danger, that reminds us of the many evils and temptations that come to our everyday life. You have been a great help in many ways. You have told us many times, with loving kindness, the "Sweetest Story" that has ever been told. You have mentioned each night the "Seminole" that plows its way from Jacksonville, Florida, to Chicago, Illinois, in safety, and you have never failed to point out the right train, for the "Seminole of Life" that runs higher and higher, crosses over the river under the shade of the trees where Stonewall Jackson is resting; where Calvary Stream is

flowing; where shouts are heard, "All Hail the Power of Jesus' Name," and, as each one of us alight, the welcome news will be told, "Jesus Included Me, Too."

With loving kindness,

(Signed) R. F. PHILLIPS,

Memphis, Oct. 1, 1915.

Capt. Robt. F. Phillips,
429 E. Chester St.,
Jackson, Tenn.

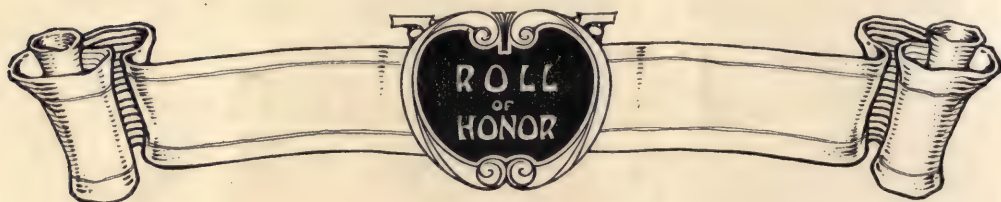
My Dear Robert:

Your kind letter is just before me. You have no idea how much comfort it is. I am going to keep it and put it with my important papers. I thank you for every word of brotherliness and kindness that breathes in it. God bless the railroad men in Jackson! God bless the old Seminole! I think the prettiest picture of my life is that train passing by, waving her red lights, ringing her bell and blowing her whistle, with 5,000 people saluting her by waving handkerchiefs. I will see it in my dreams and I believe the angels will kodak the picture and show it in the picture shows of Heaven, in gold.

With much love to you and yours, I remain

Your friend

BURKE CULPEPPER.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|--------------------|------------|----------------|----------|--------------------|
| Lawrence B. Flaws | Foreman | Burnside | 36 years | Oct. 31, 1915 |
| James R. Kane | Operator | E. Dubuque | 29 years | June 30, 1915 |
| John Smither | Engineman | Rantoul | 35 years | Oct. 31, 1915 |
| Simon Ivory (Col.) | Sand Drier | Canton | 42 years | June 30, 1915 |
| Michael L. Hagerty | Painter | Chicago | 20 years | Aug. 31, 1915 |
| John U. Graf | Towerman | Alhambra | 23 years | Sept. 30, 1915 |
| George F. Barker | Operator | Lena | 42 years | Oct. 31, 1915 |

C. H. Stickley

Mr. C. H. Stickley, Train Baggage-man, was retired from the service May 30, 1915, account of ill health. In the following letter he expresses gratitude to the officials of the Illinois Central Railroad Company for their courteous and considerate treatment:

Dubuque, Ia., Oct. 10, 1915.

Mr. T. H. Sullivan, Supt.,
Fort Dodge, Iowa.

Dear Sir:—Received your letter notifying me I had been placed on the pension list. When I was first notified I had been taken out of the service,

it seemed hard to know my railroad days were over, as a young man, I am only 54 years old.

But after being told by the Chief Surgeon the condition of my heart, I cannot blame the Illinois Central officials, as I know they are always looking out for the interest and safety of their patrons. I also want to thank you for the nice letter I received from you showing my thirty years' service record.

I have, and always will have, a kindly feeling for the Illinois Central officials and fellow workmen and the old reliable Illinois Central Railroad.

Very truly yours,

(Signed) C. H. STICKLEY.



WILLIAM N. BARR,
Conductor Minnesota Division

WILLIAM N. BARR

WILLIAM NATHAN BARR, whose photograph appears herewith, was born in Westchester, Pa., March 6, 1854, of Quaker parents. He was educated in private schools. His first years of service on a railroad were with the Fort Wayne, from New Brighton to Pittsburgh, Pa., and the Wisconsin Central, from Portage City to Stevens Point. Entered the service of the Illinois Central, October, 1876, and was retired May 5, 1915.



C. H. STICKLEY

J. J. HANAFY

ON September 30, 1915, after an aggregate service of 39 years, Mr J. J. Hanafy, Assistant Foreman at New Orleans, La., has been retired on a pension. Mr. Hanafy entered the service of the N. O., J. & G. N. R. R. at New Orleans in 1865 as a brakeman under General G. T. Beauregard. He continued in that position until 1869, when he was transferred to yard service as a switchman in 1871. He was made labor foreman at New Orleans, the

ILLINOIS CENTRAL

—AND—

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 15

The one **problem**, the solution of which is most vital to the **people of this country**, is the **"High Cost of Living."**

Unavailing effort has been made to secure a **reduction in the cost of living necessities.**

As a **last resort** demands are constantly being made by workers of every class for **Increased Compensation**, the idea being of course, that as the **price of the commodities they must have cannot be lowered**, their **income must be raised.**

This puts the problem squarely up to **Employers**, and they very properly assert that the **"High Cost of Living"** is **even more of a factor with them than with the individual.**

As an example, consider our railroads. **Everything that they have to buy in order to operate safely and give satisfactory service has increased in price by leaps and bounds; this includes labor.**

On the other hand the price of the **only commodity that they have to sell, viz., Transportation** (except in isolated cases) **has gone down.**

Railroads have **no employers** that they can go to with **pleas and threats** and successfully force an advance in rates; they are **tied hand, foot and middle** by the orders and rulings of **Municipal, State and Federal Commissions.**

No community can be prosperous without efficient transportation facilities, and a **starved railroad cannot give efficient service.**

The only recourse of transportation lines is for the people (who basically are always fair) **to demand for them fair play.**

Remember that **prosperous railroads always serve prosperous sections**, and in order to **meet their ever increasing living cost**, transportation lines should be allowed to **reasonably increase the price of the commodity which they have to sell.**

Won't you, Mr. Reader, help?



J. J. HANAFY

line at that time being known as the C., St. L. & N. O., and served until 1873, when he left the railroad to enter the employ of the City of New Orleans under the Administrator of Public Works. He re-entered the service as labor foreman on the L., N. O. & T. R. R., and continued as such until his retirement. When that line was absorbed by the Illinois Central Railroad Company he was continued in the position of Assistant Labor Foreman, which he held until his retirement. His photograph appears herewith.

JOHN H. GARVEY.

MR. JOHN H. GARVEY entered the service of the L. N. O. & T. R. R., which was afterwards changed to the Y. & M. V., Aug. 20, 1884, as locomotive engineer in construction service. At that time the road was completed from New Orleans to Shaws, Miss., and from Memphis to Clarksdale.

He remained in work train service



JOHN H. GARVEY

until the summer of 1885, when he was placed in freight service between Vicksburg and Memphis. Three years later he was transferred to passenger service between the same points. After three years in passenger service, he was taken off passenger run, account of his vision becoming defective, and was made night foreman in the Vicksburg Shops, which position he held for about twenty months when he was sent to Wilson as General Foreman. He remained at Wilson for ten years, and was then made switch engineer, later becoming engine inspector at Vicksburg Shops, which position he held until he was retired at the age of 70 years, Oct. 1, 1915.

William E. Butterworth



WILLIAM E. BUTTERWORTH

THE subject of this sketch, whose photograph appears herewith, was born in Ipswich, Mass., Nov. 27, 1872; died in Chicago, Oct. 18, 1915. Mr. Butterworth attended public school in his native town until he was nine years of age, then accepted a position as messenger boy with Ward & Company, Boston, Mass., attending night school while so employed. He entered the service of the Boston & Maine Railroad when 19 years of age as brakeman, and continued with that company for 11 years. Entered the service of the Illinois Central Railroad Company at Water Valley, Miss., as brakeman in 1902, and later was promoted to the position of conductor.

Mr. Butterworth served as chairman of the Local Committee of the B. of R. T. for several years. Was elected General Chairman of the B. of R. T. in 1912 and re-elected in 1914.

He was a valuable employee, not only to his co-workers, but to the company.



Meritorious Service

FAVORABLE mention is made of the following conductors for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

ILLINOIS DIVISION—The following suburban trainmen and gatekeepers received credit in their records for lifting expired suburban card passes during September:

Conductor—G. Comer.
Conductor—F. Fuller.
Conductor—W. Clark.
Conductor—W. Gerry.
Conductor—C. White.
Conductor—B. F. Dressler.
Collector—H. L. Richardson.
Flagman—D. Flynn.
Flagman—C. G. Scuffham.
Flagman—M. J. Schaeffer.
Flagman—E. Guyton.
Flagman—F. Sweger.
Flagman—R. Creps.
Flagman—J. Tucker.
Flagman—E. Ryan.
Flagman—J. Hoffman.
Flagman—R. O'Connor.
Flagman—A. Graf.
Gatekeeper—T. C. White.
Gatekeeper—W. Callon.
Gatekeeper—O. Gerhardy.
Gatekeeper—R. Fisher.
Gatekeeper—A. D. Purner.
Gatekeeper—W. Bowe.
Gatekeeper—H. Quinlan.
Gatekeeper—Maud Sweeney.
Gatekeeper—Anna Smith.

Suburban Flagman R. Creps, on train No. 583, September 12th, lifted two 60-ride commutation tickets, account having expired, and collected cash fares.

Conductor T. W. Ward, on train No. 1, September 3rd, declined to honor card ticket, account having expired, and col-

lected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor D. S. Weigel, on train No. 4, September 10th, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor R. W. Carruthers, on train No. 32, September 13th, declined to honor local ticket, account date of sale having been altered, and collected cash fare.

Conductor H. B. Jacks, on train No. 1, September 17th, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor F. Ennis, on train No. 1, September 27th, lifted employe's trip pass, account having expired, and collected cash fare.

Conductor J. P. Mallon, on train No. 24, September 28th, lifted trip pass, account not being countersigned, and collected cash fare.

ST. LOUIS DIVISION—Conductor A. E. Reader, on train No. 23, September 19th, lifted employe's trip pass, account not being countersigned, and honored other transportation to cover passengers' trip.

On train No. 1, September 9th, he lifted card ticket from passenger, who admitted having previously secured transportation on same. Passenger purchased other transportation to cover trip.

WISCONSIN DIVISION—Conductor B. Lichtenberger, on train No. 124, September 11th, declined to honor going portion of card ticket, account return portion being missing, and collected cash fare.

MINNESOTA DIVISION—Conductor F. R. Cooley, on train No. 29, September 2nd, lifted trip pass, account being in improper hands. Passenger declined to pay fare, and was required to leave the train.

Conductor T. O. McCarthy, on train No. 515, September 6th, declined to honor card ticket, account date of sale having been erased, and collected cash fare.

KENTUCKY DIVISION—Conductor W. Y. Hansbrough, on train No. 103, September 8th, lifted 48-trip coupon pass book, account being in improper hands, and collected cash fare.

Conductor E. T. Arnn, on train No. 103, September 12th, declined to honor mileage book, account having expired, and collected cash fare.

Conductor T. B. Watts, on train No. 131, September 17th, lifted employe's term pass, account passenger not being provided with identification slip, and collected cash fare.

TENNESSEE DIVISION—Conductor J. E. Nelson, on train No. 104, September 14th, lifted mileage book, account description of passenger and signature having been altered, and collected cash fare.

Conductor S. E. Matthews, on train No. 5, September 27th, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

MISSISSIPPI DIVISION—Conductor J. Sitton, on train No. 138, September 7th, declined to honor mileage book, account having expired, and collected cash fare.

Conductor M. H. Ranson, on train No. 24, September 19th, lifted expired card ticket from passenger, who admitted having previously secured transportation on same, and collected cash fare.

Conductor O. A. Harrison, on train No. 33, September 21st, lifted employe's trip pass, account being in improper hands. Passenger refused to pay fare, and was required to leave the train.

On train No. 34, September 28th, he lifted joint trip pass, account having expired, and collected cash fare.

LOUISIANA DIVISION—Conductor W. Moales, on train No. 1, September 3rd, train No. 34, September 22nd, and No. 1, September 27th, declined to honor mileage books, account having ex-

pired, and collected other transportation to cover trips.

Conductor E. M. Moales, on train No. 2, September 8th, declined to honor returning portion of round trip ticket, account having expired. Passenger refused to pay fare, and was required to leave the train.

Conductor E. S. Sharp, on train No. 4, September 9th, and train No. 3, September 27th, lifted mileage books, account being in improper hands, and collected cash fares.

Conductor L. E. Barnes, on train No. 6, September 11th, declined to honor mileage book, account having expired, and collected cash fare.

Conductor A. E. Broas, on train No. 34, September 15th, declined to honor mileage book, account having expired. Passenger presented local ticket to cover trip.

Conductor M. Kennedy, on train No. 304, September 22nd, declined to honor returning portion of Sunday excursion ticket, account having expired, and collected cash fare.

MEMPHIS DIVISION—Conductor J. M. Carter, on train No. 15, September 2nd, train No. 13, September 15th, No. 13, September 20th, and No. 15, September 22nd, declined to honor mileage books, account having expired, and collected cash fares.

Conductor J. S. Lee, on train No. 304, September 16th, lifted mileage book, account being in improper hands, and collected cash fare.

On train No. 304, September 18th, he lifted employe's term pass, account identification slip Form 1572 having been altered. Passengers refused to pay fare, and were required to leave the train.

VICKSBURG DIVISION—Conductor R. C. Buck, on train No. 38, September 6th, declined to honor mileage book, account having expired, and collected cash fare.

Conductor J. R. Hoke, during September, lifted five mileage books, account being in improper hands, and collected cash fares.

Division News



Springfield Division

Mr. Charles Beilsmith, fireman, will visit in Memphis and Hot Springs.

Mr. W. E. Madden, fireman, was called to Evansville, Indiana, account serious illness of his father.

Mr. Thomas Harris, blacksmith helper, and wife, will visit friends in New Hope, Ky.

Mr. Fred Ellison, turn table man, wife, son and daughter, will visit relatives in Lancaster, Ky.

Mr. Henry Lynch, engineer, and son, Henry, Jr., will visit in Bismarck, N. D.

Mr. Louis Kemper, engine inspector, will go to Hot Springs, Ark., for his health.

Mr. W. F. Menefee, wrecking foreman, will visit in Fargo, N. D.

Mr. Geo. M. Garwood, boilermaker helper, will visit in Hot Springs, Ark.

Mr. Roy Russell, boilermaker apprentice, will go to Hot Springs, Ark., for his health.

Mr. John Hart, bolt cutter, and son Joe, will visit in Keokuk, Iowa.

Mr. A. Copeland, engineer, will visit in Omaha, Neb.

Mr. Clarence May, roundhouse clerk, has returned to work after spending what he reports an enjoyable vacation.

Mr. Effie Walton, ash pan and grate man, will visit in New Orleans and Crowley, La.

Mr. Joseph Chaloupka, machinist, wife and son Joseph, Jr., will visit in Cleveland, Ohio.

Mrs. F. W. Sieveking, wife of engineer, will visit relatives in Marietta, Ohio.

Mrs. J. C. Fish, stenographer in the master mechanic's office, has returned to work after spending her vacation in Salt Lake City and other places in the west. Mrs. Fish reports an enjoyable time.

Mr. J. Sweazy, fireman, and wife, will visit in Bloomfield, Ky.

Mr. R. Cooper, fireman and wife, will visit in Webster City, Iowa.

Mr. James Shelton, flue welder, wife, daughter and son, will visit in Fort Dodge, Iowa.

Mr. I. J. Michaels, boilermaker helper, will visit in Bedford, Indiana.

Mr. T. Nicholson, labor gang foreman, has returned to work after spending an enjoyable vacation in the South.

Mr. William Sylvester, clerk for supervisors, is on his vacation. Mr. Sylvester is accompanied by his wife and daughter, and they expect to spend several weeks in Kansas and points of interest in the West. Mr. John Ives, of Clinton, Illinois, will look after Mr. Sylvester's work while he is away.

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John Phillips, clerk to supervisor at Pana, Illinois, although stationed in Pana, is seen quite often in Clinton, and when questioned as to the reasons for his frequent visits to Clinton, is ever ready with an alibi. His most usual alibi is "I had to come up to see the road master's chief clerk about some

reports"(?). We have our doubts about some of these reports and we are inclined to believe that there is something in Clinton more interesting to Mr. Phillips than the usual reports. Anyway, we all like to see him now and then.

Water Foreman Scott is now at Vandalia installing a new steel water tank and pipe line from the present pump house. The new tank will be located north of town about a mile, and a penstock will be placed between the main

and the passing track near the north end of the passing track. The old tank at this place was very old and leaky and a new tank was badly needed here.

The automatic block signals recently authorized between Marine and Glen Carbon have been completed and were put in operation on the 27th of August. These automatic signals will make a great improvement on this piece of track.

Section Foreman Jerry O'Connor, of Springfield, is now taking his first lay-

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off in twenty years. He is visiting points in the West and expects to be gone some time on this, his first vacation.

Conductor V. D. Laws, while on work train at Patoka, Ill., was taken sick with malaria and was taken to the hospital at Centralia. He is getting along nicely and expects to return to work shortly.

Brakeman E. J. Cox, who has been spending the past several months on a farm near Osprey, Ill., has been recalled and is working on the Clinton district.

Conductor B. A. Nixon and family have returned after a two weeks' trip to Havana, Ill. He spent the time on the river near Havana.

Brakeman J. W. Mumbower has reported for duty after an absence of several weeks. He visited with relatives in Greenville, Ill.

Conductor J. L. Ford, who was regularly assigned to passenger service several months ago, is making arrangements to move his family to Springfield the first of September.

Conductor W. C. McConnell and wife have returned after an extended trip to Colorado, and Mr. McConnell has reported for duty. He informs us he had a very nice trip.

Many a long night made short playing Hatfield's Base Ball Game. See Front Inside Cover.

Indiana Division

Mr. A. F. Buckton and family, chief clerk to Master Mechanic J. A. Bell, have just returned from a delightful vacation spent near Cleveland, Ohio.

Mr. William Kaumann, machinist, has purchased a new automobile, in which he says he will break all records.

Mr. L. W. Mix, roundhouse foreman; Mr. Wm. Eaton, engineer on engine 179, and Mr. Thomas Seaman, fire-up-man, spent a day hunting, but it seems as though their luck was not along with them, as when they returned they only had two prairie chickens.

Miss Flora Adrian, stenographer in the master mechanic's office, is now on

her vacation, visiting in Indianapolis, Ind., Freeport, Ill., and Chicago.

Mr. James Spaugh, pipe fitter, and wife, are spending a few weeks visiting relatives in South Dakota.

Mr. George Authenreith, engine carpenter, will soon leave for Virginia, where he will visit relatives.

Mr. Lambert Owens, fire knocker, who underwent an operation for appendicitis, seems to be improving wonderfully, as he expects to return to work about October 15th.

Hatfield's Parlor Base Ball Game better than ever. See Inside Front Cover.

Minnesota Division

The promotion of Roadmaster T. Quigley to the Louisiana Division has been very favorably commented upon by the principal papers throughout Iowa and is proof of the wide acquaintance Mr. Quigley has made while on the Minnesota Division. "T. Q." carries with



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him the very best wishes of the entire division. His successor, Mr. Jas. D. Mc-Namara, assistant road master at Memphis, is an Iowa man and we welcome him back to his "ain cuntry."

Rodman Walker has transferred the scenes of his missionary endeavors to the New Orleans Division where he has been assigned as instrumentman, being succeeded by L. A. Kibbe of the Tennessee Division.

Three of our employes to be pensioned this month have an average service of forty-three years, Flagman Norman with fifty, Machinist Handyman Kelley, forty-three and Conductor Barr with over thirty-five years to his credit.

Conductor Barr's retirement from the service has caused a moving up in the ranks of our conductors, Conductor Ward succeeding him on the run between Dubuque and Fort Dodge with trains No. 13 and No. 14, in turn F. E. Lucas taking vacancy on the Albert Lea run and Conductor Willier who has been

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on the extra list takes Mr. Lucas' run between Dubuque and Chicago.

On the morning of October 11th, Acting Agent Benda of Central City, who was visiting at the home of his parents at Delaware, awoke in time to see a mare and colt rambling up our track, with No. 13 over due. Mr. Benda didn't even hesitate, but went right after them and succeeded in clearing the track before No. 13 came along. His prompt action saved a large claim and is very much appreciated.

The work on the new yards at Dubuque has begun and it is expected will be completed before the cold weather sets in. The new car repair shop at Waterloo is coming along nicely as are the new engine stalls, cinder and inspection pits, and other shop improvements. The new passing tracks at Orchard and St. Ansgar are about completed.

Watch the bulletin boards for the final October score in the Conductors' Repair Card League. With a score of 1300 for October last year to buck, the crews of Conductors T. Flynn, F. A. Bradford, Slack, Catlin and Kelley are battling as near a hundred per cent as they can and are neck and neck at the finish. The latest stunt is to turn in more cards than the rest of the divisions put together and it looks as though we can do it.

Many a long night made short playing Hatfield's Base Ball Game. See Inside Front Cover.

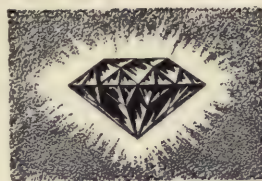
Wisconsin Division

On Wednesday night, October 20, Mr. William Bruce Leffingwell, under the auspices of the Order of Railway Telegraphers, presented his most famous of Travel Talks, "Yellowstone Park," illustrated with colored slides and 2,000 feet of motion pictures, in Eagles' Hall, Freeport. Mr. Leffingwell's entertainment was most interesting and instructive, and was attended by agents and operators and their ladies, from the majority of stations on the Wisconsin Division, as well as a number from the Minnesota division. General Chairman C. A. Mulhall and Local Chairman Walter Kelly were also in attendance. An invitation was extended to the division officers, clerks, etc., many of whom attended.



Diamonds—or Trash?

There's a little "inside information" that a man ought to have before he lays his money on the counter for a diamond.



You can buy diamonds as low as \$50 a carat. That's the kind they use for boring holes and truing up emery wheels. You wouldn't want to wear one in a ring—but they're diamonds just the same, and "perfect" too, for their purpose.

Then there are "perfect cut" diamonds. But that's no sign they're perfect color.

Then there are "perfect cut" diamonds, "perfect color." But that isn't saying they're flawless.

Then—ah! then there are perfect cut, perfect color, flawless diamonds. NOW you're talking! That's the ONLY kind that a wise man invests in—for no other sort have a permanent, standard value, the world over.

Now, don't you see how easy it is to be misled by the little word "perfect!"

I guarantee that my whole stock of diamonds is composed of nothing but pure, blue-white, flawless, perfect cut stones, absolutely perfect in every particular.

That's one guarantee for you. But that isn't all. I don't stop there. Here's the Square Deal selling plan that's responsible for my big diamond business.

A Diamond Bond goes with every Pence Diamond. The following table shows how much CASH I will refund you on any Diamond Bond, any time you want your money back. No time limit.

If you paid me \$25, I'll refund \$22.50 in CASH
If you paid me \$50, I'll refund \$45.00 in CASH
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It's a mighty comfortable feeling to know that your money is ready any time you need it—besides the satisfaction of wearing a stone that is all a diamond can be.

Select the Diamond you want, send me a Dollar—Five Dollars—Ten Dollars—I'll lay the Diamond away in the safe and you can pay for it out of your spare change in any convenient way.

Diamond paid for—Yours truly—and you've never missed the money.

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Louisville, Ky.

This entertainment was followed by a dance, for which the services of a nine-piece orchestra was secured, same being under the direction of Operator H. E. Keister.

W. E. Horner was recently transferred to this division from Chicago, as rodman, succeeding E. C. Voodry, transferred.

O. H. Voight, agent at Sublette, Illinois, and family, are taking an extended trip through the West. They intend to visit many California points.

C. O. Thomas, agent at Cloverdale, is at present away on a two weeks' leave of absence.

Hatfield's Parlor Base Ball Game better than ever. See Inside Front Cover.

Conductor C. A. Crowley and wife are spending a few days in Minnesota.

J. P. Dean, conductor, Amboy District, is the proud father of a baby boy.

Brakeman C. Rosebrough is spending a few days at Sioux Falls, South Dakota, where he went to attend the wedding of his sister.



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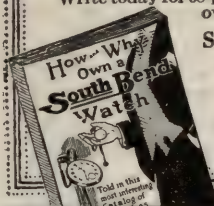
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Hatfield's Parlor Base Ball



Ed Walsh

"Next to the real game, I consider Hatfield's Parlor Base Ball is the best thing that I have ever seen."—Ed Walsh.

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50c — Sent postpaid anywhere for — 50c

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Every traveling man should have one of Hatfield's games—Just fits in your grip.

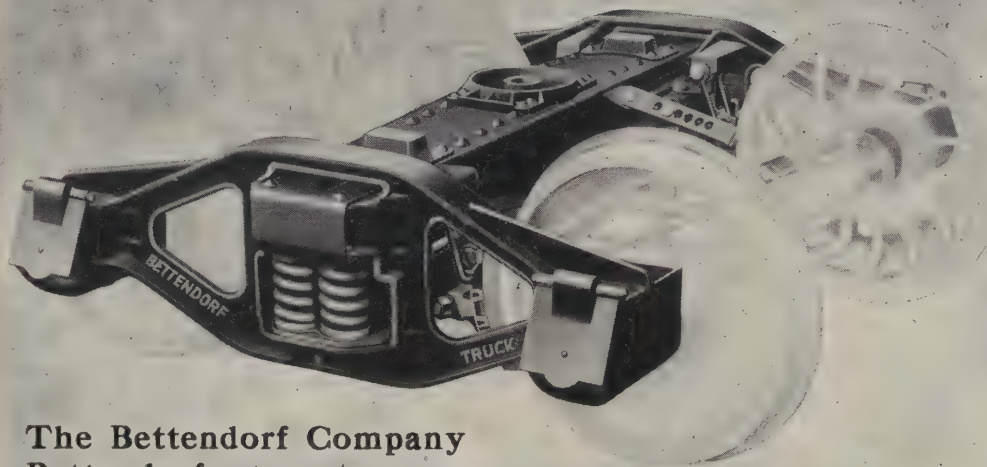
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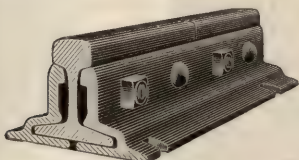
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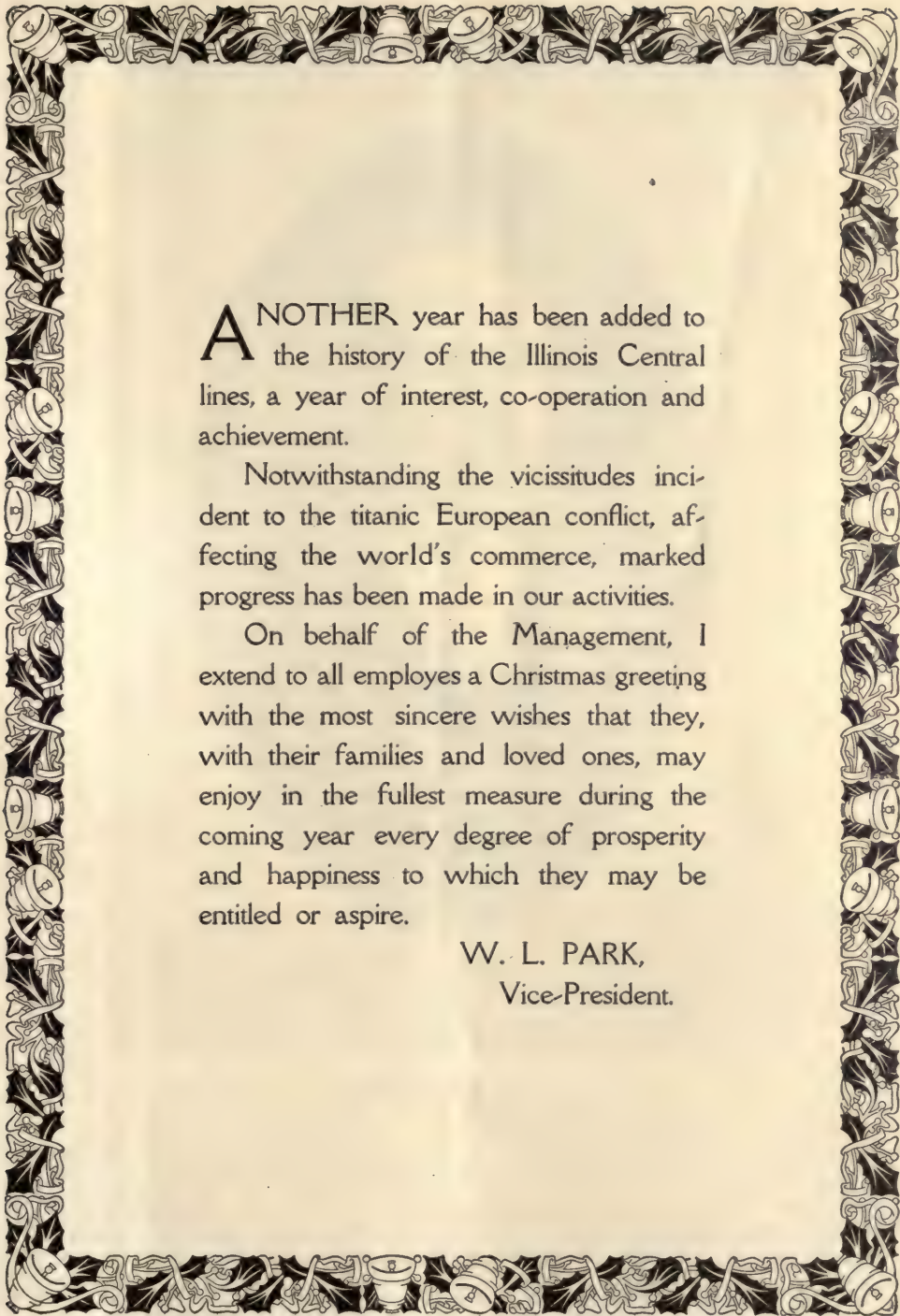
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ANOTHER year has been added to the history of the Illinois Central lines, a year of interest, co-operation and achievement.

Notwithstanding the vicissitudes incident to the titanic European conflict, affecting the world's commerce, marked progress has been made in our activities.

On behalf of the Management, I extend to all employes a Christmas greeting with the most sincere wishes that they, with their families and loved ones, may enjoy in the fullest measure during the coming year every degree of prosperity and happiness to which they may be entitled or aspire.

W. L. PARK,
Vice-President.



F. B. BARCLAY

Superintendent Motive Power, Southern Lines

ENTERED service at Vicksburg on L. N. O. & T. R. R., as engineer (now the Y. & M. V.) November 3, 1891. Was general foreman at Vicksburg shop from 1898 to 1900. Was general foreman at New Orleans from 1900 to 1901. Was appointed master mechanic at Memphis from 1901 until 1907. Transferred to McComb in 1907 and remained until June, 1913, when promoted to present position.

ILLINOIS CENTRAL Magazine

Vol. 4

DECEMBER, 1915

No. 6

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Ambrose Everett Burnside

ONLY one man ever had his fame started as the treasurer of a great railroad company, then made national as the general of a great fighting army, and at the same time made world-wide and permanent by giving his own name to the particular style of whiskeys he wore from youth to old age. That man was "Burnside."

But his middle name was Everts, not "Everett," as it appears on the roster of cadets at West Point. He was christened "Ambrose Everts," for the deceased infant son of Dr. Sylvester Everts, who was the family physician of the Burnside's, and whose sorrowing wife was Mrs. Burnside's most intimate friend.

General Grant's middle name went wrong on the West Point roster.

It is quite notable evidence of what Max Muller calls "the disease of language," that the great war President's name should have been changed from "Link-born" to Lincoln, and that two of his most illustrious warriors should

be known to fame by a middle name not bestowed at the christening, and which does not appear in the family bible. But the name is only a designating incident to such men who would have been famous under any name.

Robert, of Scotland, whose family lived by the burn-side, was of a heroic race, known among the warriors in the bloody battles at Bannockburn and Flodden Field. He and his brother were with Prince Charles Edward at Culloden in 1746. After that disastrous defeat of the "Young Pretender" they fled to America and located on the Saluda River in South Carolina. His son James had a son Edghill.

Robert and his wife, Rebecca Didson, a native of England, believed in "The King, the Church and the Constitution," and so were Tories in 1776, when our revolution broke out. Their son, James, married the daughter of the Tory Colonel, James Edghill, and was a captain in his regiment, one of the 21 Tory regiments of South Caro-

lina in the Revolution. He and Colonel Edghill went to the loyal colony of Jamaica, where the British Government gave them small indigo plantations instead of their South Carolina estates that had been confiscated by the Whigs.

But James Burnside was pardoned, and returned to South Carolina in 1786, with his wife and their daughter. They settled on a plantation in Laurens District, where Edghill, the father of General Burnside, was born in 1790.

Edghill received a good English education under a Scotch school teacher in a Quaker neighborhood. His elder brother, James, had gone to the New Eldorado north of the Ohio River to "spy out the land." His report was so favorable that their family "moved" to Indiana Territory, three years before it was admitted to the Union.

Edghill located on a quarter section of public land near Liberty, a town just staked out in what was then Franklin, afterwards Union County.

He was one of the sturdy, stalwart pioneers of Indiana, and the conditions were of the kind that made men honest, patient, industrious and self-reliant. There were great forests to clear, grand prairies to cultivate, and savage Indians to subjugate. In due time the forests became orchards, the prairies waving fields, and the Indians an unpleasant memory.

This Edghill Burnside on July 14, 1814, married Pamela Brown, daughter of John Brown, of Belfast, Ireland, who had married Sarah Weeks of Maryland. They were neighbors of the Burnside in the Laurens District, South Carolina, where Pamela was born, September 15, 1795, a comely girl with fair skin and large expressive hazel eyes. So it appears that General Burnside was of Scotch-Irish descent, and that all his ancestors for at least two generations were Southerners. He was born in a log cabin on his father's farm near Liberty, Indiana, on Sunday, the 23rd day of May, 1823, and was the fourth of nine children. When he first arrived in this world of trouble,

perhaps he was subconsciously protesting against what was "coming to him." Anyhow, he would not breathe till Dr. Everts had tickled his nose with a chicken feather and so excited a spasm of the respiratory organs, to induce them to give him a start in life.

In addition to what he learned from his smart mother, and his school-teacher father, Ambrose had the placid instruction of Dr. Houghton, a Quaker teacher, one of those who believed in freeing slaves in the South, and migrating to a region where all were free alike. He taught Ambrose, English, mathematics, rhetoric, logic and moral philosophy; and so aided the boy's parents in grounding him in those sturdy, inflexible principles of equity, justice and right which characterized him throughout his after life. On Wednesday, May 19, 1841, when he was 17 years old, his mother died. By the way, it is noticeable how often the month of May appears in General Burnside's history. His sister Henrietta was born May 21. He was born May 23; his brother William May 24; Harrison, May 28; Benjamin, May 30.

May 23, 1850, the day he was 26 years old, he wrote his first military report of his first excursion against the Indians from Las Vegas, New Mexico; this report was addressed to Captain Judd of "Bragg's Battery" and signed "A. E. Burnside. Lieutenant Third Artillery, Commanding Detachment."

May 1, 1861, his newly organized First Regiment of Rhode Island Detached Militia was reviewed by President Lincoln in front of the Patent Office in Washington, and May 2 it was mustered in by Major McDowell. May, 1862, winning favor in North Carolina. May, 1863, he arrested, tried, and convicted Vallandigham in Ohio for the speech made May 1. And May 30 he started through Kentucky to go to Tennessee. May 5, 1864, began his fierce contests in the Wilderness under Grant. May, 1865, he was elected Director of the Illinois Central Railroad. Tuesday, May 29,

inaugurated Governor of Rhode Island; re-elected May 28, 1867, and May 26, 1868. May, 1869, fighting Senator Sprague's slander against himself and the Ninth Army Corps, and hearing great cheers for "Old Burney" wherever he went. May, 1870, in London, negotiating bonds of the Cairo & Vincennes Railroad. May, 1874, began the voting that made him Senator, to which high office he was re-elected. May 29, 1875, he made his great speech at Antietam National Cemetery, and May, 1876, he was member of the high court of impeachment trying Secretary of War Belknap.

His father, Judge Edghill Burnside, received his title by virtue of his office as "Side Judge" or Associate Judge to the President Judge, who was appointed by the Legislature. This "Side Judge" was a county official elected by the people, and, strange to say, though the "Side Judge" was not supposed to know much about law or legal forms, he was the direct judicial representative of the people, and was authorized to reverse decisions of the President Judge, or to "out-guess the President," as the people put it. There was more honor than money in the office and he was not financially able to give Ambrose the kind of education planned for him by his devoted mother. So Ambrose was apprenticed to John E. Dunham, a merchant tailor at Centerville, in Wayne County, Indiana, about 15 miles from Liberty. He began as errand boy, delivering clothes, and calling for things to be cleaned or mended. But he displayed such intelligence and energy that he was soon promoted to the "tailor's board," where he sat cross-legged and sewing, little dreaming, perhaps, how often in after years he would sit on a "board" of a different sort, and be consulted by directors, examiners, commissioners, generals, senators, and even by the President himself. His work in the tailor shop did not prevent him from studying and reading and thinking, and so continuing his education. He finished his short term as apprentice, and for

a while had a different experience as a "journeyman tailor." But he soon formed a partnership with John M. Myers of Liberty, and pictures are extant showing the little one-story frame building with the sign of "Myers and Burnside—Tailors" over its modest door, down between a story and a half boot and shoe store to the left, and at the right the more pretentious two-story dry goods store of D. Bowers with its false front, and its little old-fashioned window panes, and its doorless stairway entrance to the dwelling rooms above.

While at school, or at Dunham's, and more particularly since he had become "his own boss," young Burnside was what one of his Scotch companions called "a sad dog with the gels." He attended every picnic, party, singing school, corn husking, "quilting," church sociable, Sunday school concert and camp meeting in the neighborhood; and he was Secretary of the Methodist Episcopal Sunday School, in which his father and two sisters were teachers. It is said he seldom missed an opportunity to see the girls, and with his young men associates found so much to make time fly pleasantly that he rarely had more than three or four hours sleep, often not that much. He was "good-looking." He was tall, broad-shouldered, active and vigorous, and with frank, genial manners, he was a very popular young man. But such popularity in that country at that time implied personal courage, in which Ambrose was not lacking. He was an enthusiastic member of "The Debating Club," which was one of Liberty's favorite functions. It met in the Court House, and was the nest from which several of Indiana's "oratorical eagles" soared. At the close of one meeting, his elder brother, "Henry M.," missed his pocket-book, containing a small amount of money. Ambrose promptly closed the door before anyone went out, and locked it, putting the key in his pocket. Then he glanced quickly at the faces of his wondering companions, using, perhaps,

his inherited "Scottish Second Sight," and soon said: "There is the thief," pointing to a young lawyer, who had lately come to Liberty at the request of an old attorney, and was already getting a good business start. The young lawyer blustered and threatened but Ambrose forcibly caught him by the collar, took the lost property from the culprit's pocket and gave it back to its owner. The unfortunate disciple of Blackstone disappeared from Liberty before daylight, evidently fearing that he would lose his liberty if he remained.

One day the Honorable Caleb B. Smith, M. C., stepped into the tailor shop to have a rent in his coat mended. He found young Burnside contentedly stitching away, while attentively studying "Cooper's Tactics," propped up against a tailor's "goose" and kept open by the shears.

The Congressman related that some unknown influence prompted him to particularly notice the rather unusual young man, and then say to him: "You should be a cadet at West Point." Ambrose heartily agreed with him. His partner, Myers, knew something about "Militia Military," and their discussion had developed the interest already aroused in young Burnside by the Texas Revolution and the stories of the Indian fighters who had made Indiana habitable for the white man. Judge Burnside, his father, was in the legislature, and with strong endorsement the application was sent to Washington, and, in spite of President Tyler's animosity against Congressman Smith, the appointment was received and acknowledged as follows:

"Liberty, March 17, 1843.

"Hon. J. M. Porter, Secretary of War.

"Sir:—I have the honor to acknowledge the receipt of a communication of 8th of March, informing me that the President has conferred upon me a conditional appointment of Cadet in the service of the United States, and to inform you of my acceptance of same.

"Very respectfully,

"Your obedient servant,

"Ambrose E. Burnside."

"I hereby assent to the above acceptance of my son of his conditional appointment as Cadet, and he has my full permission to sign articles by which he will bind himself to serve the United States eight years, unless sooner discharged.

"Edghill Burnside."

It is said that the appointment was really obtained by Congressman Smith's defeated competitor, Judge C. H. Test, who requested his friend, Robert Tyler, to intercede for Young Burnside with his father, the President.

Since Burnside was destined to have so much to do with making practical Lincoln's Emancipation Proclamation, it is interesting to note the attitude of Washington City towards slavery at the time young Cadet Burnside first saw the Capital of his country in 1843. "Long John Wentworth," in his "Congressional Reminiscences," tell the story. He had been elected when 27, the youngest Congressman ever sent from Illinois (except D. P. Cook). It was about his first visit to Washington, and he had never been to the Capital of his own state, and had never seen any legislative body in session. There was no Illinois Central Railroad to travel around on. He says, "Illinois was then a frontier state. All north was known as Wisconsin Territory, and all west as far as the Missouri line was Iowa Territory. We had no Pacific possessions, Texas had not been acquired, and Florida was but a Territory. My Congressional term embraced every crisis in the slavery agitation."

"Washington was, at that time, the greatest slave mart in the world. With in sight of the Capitol, not far from the lower gate, and near, if not upon, the land where the public garden now is, was a building with a large yard around it, enclosed with a high fence. Thither the slaves were brought from all the slave-holding regions, like cattle to the Chicago Stock Yards, and locked up until sold. There were regular auction days for those not disposed of at private sales. The Chi-

cago Fire destroyed a hard cracker I had preserved as a specimen by which purchasers tested the age of slaves. The theory was that while a slave could masticate well he could work."

Young Burnside left his work-bench to become "an officer and a gentleman" with 52 other cadets who enrolled at West Point July 1, 1843, most of them to be graduated as "the Class of '47," the roster of which, with those just before and after, contains some of the most illustrious names that make the history of our Civil War. Among them are: Generals McClellan, Hancock, Parke, Pleasanton, Fitz John, Porter, Hatch, Sackett, Granger, Russell, Pitcher, Foster, Reno, Stoneman, Gibbs, Frye, Gibbon, Griffin, Viele, De Russy, Duane, Michler, Tidball, Gilmore, Benet, Baird, and McKeever, of the Federal Army; while Generals T. J. ("Stonewall") Jackson, Buckner, Bee, Rhett, Wilcox, Maxey, Pickett, Hill, Heth, Stewart, Withers and Robinson fought under the Confederate flag. But Cadet Burnside formed warm personal friendships during those four swiftly flying years, some of which were marred but not weakened by the furious war which followed.

One of those most notable friendships was with Cadet Heth of Virginia, his room-mate in the old North Barrack, No. 8. Cadet Burnside enjoyed fun, and "finesse," to such an extent that more than once he narrowly escaped losing his place because of demerits. Ben Perley Poor, who wrote his biography, writes of the most peculiar cadet contemporary of Burnside, and his future conqueror, "Cadet T. J. Jackson, of Virginia, afterwards known as 'Stonewall Jackson,' was of very different disposition." He was regarded by the other cadets as an awkward, eccentric hypochondriac, who often conceived the idea that he was threatened with a paralysis of the right arm, and he would move it up and down like a pump-handle a certain number of times, counting as he continued, and getting very angry

if he was interrupted. Burnside and Heth "played it rough" on a "wild and wooley" raw cadet from the far west, who had such long tawny hair and beard he was nick-named "the Bison," there being millions of those animals out where he lived when he was at home.

Heth brought him to their room, fixed up in imitation of a barber shop, and the coatless Ambrose, with a long white towel pinned on as an apron and shears in hand, was standing by the improvised barber's chair. They told "Bison" he was liable to be arrested with all that hair on him, and he was eager for the proposed operation. When Ambrose had clipped the hirsute mask from one side of his victim's head and face, the expected drum beat, and all hurried off to parade, the "barber" promising to finish the job later. One may imagine the result. Burnside later acknowledged his fault to the Superintendent, who compelled him to finish the job, and he paid the penalty of being called the "Cadet Barber" for a long time thereafter.

The war with Mexico was raging in 1846, an exciting year at West Point. One of the four captains was reduced to the ranks for violation of rules, and Burnside long ago having been made "Cadet Corporal," because of his efficiency in drill, was promoted to the vacancy in October, 1846; but, unfortunately, Cadet Captain Burnside was reduced to the ranks April 15, 1847, for being reported absent from the post without leave.

But at last his commission came, dated July 1, 1847, with an order to proceed to the City of Mexico in command of the recruits destined for his regiment, as an escort to the baggage train. But the war was over when he arrived, and the handsome, gallant, young Lieutenant had opportunity to see something of Mexican society, and to compare "the dark-eyed *senoritas* of the Halls of the Montezumas" with the fair women of his own land. This he was well qualified to do, for he had

lately spent a week at Louisville, and a shorter time in New Orleans.

From Mexico he was soon ordered to Fort Adams, near Newport, Rhode Island, and stationed there for some time, enjoying the delightful hospitalities of that society resort and of the nearby Providence. But December 10, 1849, he was sent to New Mexico with "Bragg's Battery," one of the most efficient in the service, a part of which was afterwards equipped and mounted as Cavalry, with him in command of the detachment, performing escort duty, protecting mail riders, going on scouting parties, and doing other such service.

His only chance for real Indian fighting came August 16, 1850. A party of 60 Apaches came to Las Vegas and asked Captain Judd for powder and ball. He refused because Apaches and Eutaws had lately been troublesome and had killed mail carriers and others, and destroyed their wagons at Wagon Mound, as reported by Lieutenant Burnside, May 23. The Indians departed, grumbling. Lieutenant Burnside was sent with 29 men to arrest their chief before they reached their camp, about half a mile from town. The Indians fired at the soldiers with rifles and bows, and fled, the soldiers after them deployed as skirmishers. In the running hand-to-hand conflict for about nine miles, the soldiers using only sabers, three Indians were captured, and about twenty killed. Lieutenant Burnside was wounded by an arrow just below the ear, and several of his men also received arrow wounds. Then a regular Cavalry force was sent to New Mexico, and the much complimented Lieutenant Burnside joined his regiment at Jefferson Barracks, St. Louis. Here he horsewhipped a newspaper reporter for an insulting paragraph in his paper; on Dr. Johnson's theory of "a free press and a free cudgel." Then he was sent to Colonel Graham at El Paso, Texas, and assigned as escort to the Boundary Commission. From Santa Rita he was returned to Washington with special dispatches from Colonel

Graham, who also sent a civilian assistant with duplicate dispatches by way of El Paso and San Antonio, while Burnside took the old Santa Fe Trail for the Missouri River, with an escort of three men, one a devoted negro servant, Robert Holloway, and one a veteran frontier guide and mail rider. It required all their skill and hardihood to escape the Indians. They lived on buffalo and other game, and by way of Fort Leavenworth and St. Louis, reached Washington in 31 days; over 1,200 miles journey from the copper mines at Santa Rita del Colere. While waiting at Washington, he worked on the breach-loading rifle he invented. It was twice approved by examiners, but he failed to get the expected \$90,000 Government order, it is said, because he refused to pay a bonus of \$5,000 demanded by a "middle man" whose influence in Washington seemed potent. December 16, 1851, he was made First Lieutenant and went home to Liberty on a furlough. His old partner, John M. Myers, who had served in Mexico, was there to greet him as Colonel of Volunteers.

March 16, 1852, he was ordered back to Fort Adams, and attached to a light battery of picked men. He met the Marine Artillery Corps of Providence, efficiently drilled by Wm. Sprague, afterwards War Governor of Rhode Island. At a ball in Providence given by the Marine Military Corps, he met Miss Mary Richmond Bishop, to whom he was married, April 27, 1852, at Providence, where she was born, October 26, 1828, the daughter of Major Nathaniel Bishop and Fanny Windsor Bishop, his wife.

The bride is described as "a lady of courtly presence, rather tall and stately, of quiet and genial temper, self-reliant, and the possessor of earnest religious convictions."

He resigned from the Army, November 1, 1852, and aided by his friends, established a factory to manufacture his invention, a breach-loading rifle, at Bristol, Rhode Island, making that his home. The enterprise was not a suc-

cess. While there he was Major-General of the Volunteer Militia of the State.

In 1856, President Pierce appointed him one of the Board of Visitors of West Point. March 4, 1857, he was the Democratic candidate for Congress from the Eastern District of Rhode Island. He was defeated by the incumbent, Daniel B. Durfee. He made an assignment for the benefit of the creditors of the Bristol Rifle Works. In New York he sold his uniform, sword and epaulets for \$30.00; having then as his total assets, \$50.00, he sent \$35.00 to his wife at Bristol, and started west to get employment. He stopped at Liberty to see his old friends, and told them he was penniless.

His former comrade, Captain George B. McClellan, then Vice-President of the Illinois Central Railroad Company, offered him the position of cashier in the railroad land office. He accepted and began work in Chicago, April 27, 1858. Mrs. Burnside soon joined him, and they resided in the house with Captain McClellan, still a bachelor. Burnside finally paid all his debts. He was popular in Chicago, and became a friend of Colonel Ellsworth, then drilling his famous Zouaves. In June, 1860, he was made Treasurer of the Illinois Central Railroad, with his office in New York City. He devoted all his time to the interests of that Company. He was in Cairo, December 19, and received a letter from President W. H. Osborn at Chicago, saying: "Mr. Arthur to purchase 50,000 bushels of corn and ship same to your order in cars to New Orleans." To which place he proceeded forthwith. In talking to old New Orleans friends, Treasurer Burnside realized that the Democratic Party was Southern and geographical, and that it had ceased to have any national ideas except the nationality of slavery; that it permitted the surrender of forts and the hauling down the flag; and he frankly told his Southern friends: ". . . You entirely mistake the character of the Northern people. They will fight.

They will never allow the Union to be broken. . . . Not only will the North fight, but they will also triumph."

Those were troublous times with the Illinois Central Railroad—early in the historic year of 1861. Current money had become so unstable, and much of it so depreciated that a long list of banks were considered unsafe, and the list was rapidly increasing. That road, too, making history. President Osborn wrote to A. E. Burnside, Treasurer, 31 Nassau Street, New York, explaining to him that the Act of Congress giving land did not put on the Illinois Central Company the responsibility of a common carrier. The Government has the right to demand unobstructed use of the road, gratis, but not the use of its rolling stock and other equipment without paying for it. This grew out of negotiations to carry Government troops and supplies. Burnside's prediction to his New Orleans friends were rapidly being verified, and in 1861 a letter from President W. H. Osborn said, "since the blockade the Illinois Central Railroad Company is earning as much transporting troops as it earned by last month's traffic South"; but Mr. Burnside was no longer connected with the railroad. After the surrender of Fort Sumter, Treasurer Burnside quickly balanced up his books for he, of course, anticipated a call from the Federal Government, and he had all preparations made when it came. In the New York office of the Illinois Central Railroad, on Monday, the 15th of April, 1861, he received the following dispatch from Governor Sprague:

"A regiment of Rhode Island troops will go to Washington this week. How soon can you come on and take command?"

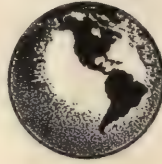
The prompt reply was, "At once."

Burnside turned over to his assistant the treasury books of the Illinois Central Railroad Company, and reported for duty in Providence the next morning, Tuesday, April 16.

To Be Continued.

PUBLIC OPINION

What the



World thinks

Telling the Truth

A series of publicity bulletins being issued by the Illinois Central and Y. & M. V. roads set forth some interesting facts that deserve serious consideration.

The following bulletin tells a truthful story in a frank and straightforward manner, and the statements therein are of especial importance to the people of Mississippi at this time.

The one problem, the solution of which is most vital to the people of this country, is the "High Cost of Living."

Unavailing effort has been made to secure a reduction in the cost of living necessities.

As a last resort demands are constantly being made by workers of every class for increased compensation, the idea being of course, that as the price of the commodities they must have cannot be lowered, their income must be raised.

This puts the problem squarely up to employers, and they very properly assert that the "High Cost of Living" is even more of a factor with them than with the individual.

As an example, consider our railroads. Everything that they have to buy in order to operate safely and give satisfactory service has increased in price by leaps and bounds; this includes labor.

On the other hand the price of the only commodity that they have to sell, viz., Transportation (except in isolated cases) has gone down.

Railroads have no employers that

they can go to with pleas and threats and successfully force an advance in rates; they are tied hand, foot and middle by the orders and rulings of Municipal, State and Federal Commissions.

No community can be prosperous without efficient transportation facilities, and a starved railroad cannot give efficient service.

The only recourse of transportation lines is for the people (who basically are always fair) to demand for them fair play.

Remember that prosperous railroads always serve prosperous sections, and in order to meet their ever increasing living cost, transportation lines should be allowed to reasonably increase the price of the commodity which they have to sell.

There can be no permanent prosperity in Mississippi while the common carriers are being nagged by commissions, harrassed by hostile legislation, oppressed with useless litigation instituted by the Attorney-General, and constantly raided by a horde of damage suit lawyers.

Our people may not realize it, but our people themselves must pay for all these things, for they simply take money out of their own pockets when they permit or tolerate these acts of injustice.

"A starved railroad cannot give efficient service." That is true not only of railroads, but it applies to every other form of service. Unless a mule gets enough to eat he will not perform a good day's work.

The railroads in Mississippi have never asked for more than common justice, and they are certainly entitled to that. Unless it is given them in more unstinted measure every form of material development in our commonwealth will be seriously hampered.—Jackson (Miss.) News, November 19, 1915.

THE RAILROADS AND THE PUBLIC.

IT was a gloomy picture that Mr. B. F. Bush, receiver of the Missouri Pacific system, displayed to the members and guests of the Commercial Club of St. Louis, at its meeting Wednesday night, in his address upon the question, "Why Are Certain Important Western Railroads in the Hands of Receivers?" It was gloomy because Mr. Bush had little else but grays and blacks upon his palette. It is true, as he stated, that the railroads, particularly those of the Central West, are in a bad way. It is true that a great deal of legislation has been apparently designed for the destruction rather than the regulation of railroads; that taxes, wages and cost of materials have increased while rates have been arbitrarily lowered below the possibility of profit; that the railroads, in short, have been ground between the upper and the nether millstones of public antagonism and economic circumstances. But there was a bit of brighter color that Mr. Bush might have put into his picture, for it belongs there. Let us apply it, and then take another look. The picture is the same, yes, but away in the background we may now discern a spot of blue that breaks the leaden sky. Mr. Bush and the gentlemen who listened to him the other night would do well to keep their eyes upon that bit of blue, for it is the changing attitude of public opinion.

How often on a sad and dreary day we have looked up and observed a little rift within the clouds and we have murmured hopefully, "Perhaps it will clear after awhile." We go on about

our business and a little later we realize the sun is shining, although we did not note its first appearance. We look up again, and, miracle! the clouds have disappeared; not dispersed, but dissolved. So it will be, we think, with this railroad situation. It was brought about by public opinion, largely because of evils that did exist in the railroad business. It is public opinion that will restore it, and soon restore it, to the prosperity to which it is entitled and without which there can be no general and permanent prosperity in this country. The people are learning by hard experience that the railroads, rightly managed, are not enemies but friends, not evils but necessities, and they are beginning to realize that the new type of railroad manager, the type that has come up through great tribulation, can conduct his properties with fidelity to its stockholders and with right regard to the public interests at the same time. A new era is dawning in the railroad business. One of these days, and the time is not so far distant, the railroad men of the country will look out of their windows and discover a clear sky.—St. Louis Globe Democrat, Oct. 29, 1915.

SHIPPERS CAN HELP

Advice of I. C. C. Concerning Car Shortage

“INFORMAL complaints to the interstate commission indicate that the annually recurring failure of transportation facilities known as “car shortage” is again appearing. The commission urges on all shippers and carriers that close attention to methods of loading, unloading, moving and promptly returning to use the cars now available will go far toward making the present supply of cars sufficient for all purposes.

In order that the business of the country may go forward without interruption, the commission urges shippers, both individually and through their associations, to co-operate to

secure the prompt and full loading of cars and their prompt release. One of the chief causes of failure of car supply in past seasons has been the unnecessary detention of cars by careless shippers and by shippers using them for storage purposes. In the general public interest, shippers should endeavor to release cars at the earliest possible moment without regard to the free time given by the tariffs.

All the efforts of the shippers will be unavailing, however, unless the carriers also use extraordinary measures to eliminate all delays chargeable to them. The failure of car supply is usually a failure of car movement. The congestion of terminals is the ever present feature at times of such failure. The commission, therefore, urges carriers to make every possible endeavor to improve their methods of operation of terminals in order that cars may move promptly. Also company material should be unloaded with the same dispatch that is required of shippers.

The commission is moved to make this appeal by its desire to save both shippers and carriers from the losses which are occasioned by failures of car supply, and by its knowledge that measures such as are here suggested have operated in past seasons to save all concerned from heavy losses."—Freeport (Ill.) Bulletin, Nov. 5, 1915.

A SHOT AT THE RAMSEY BAR

"Through the most scandalous and unethical conduct of a number of lawyers located at St. Paul, Minn., the courts there are being fairly swamped with cases of this character (imported personal injury cases) to the great injury and inconvenience and inequitable treatment of the residents of our own and other foreign states."

This is a sentence taken from the decision of Judge Thomas J. Maxwell, of Creston, Iowa, perpetuating an order enjoining a citizen of his jurisdiction from taking a personal injury case to St. Paul for trial.

We are interested at this particular moment in what he says of certain

"lawyers located at St. Paul." So much has been said of the iniquity and inequity of these imported damage suits and the useless expense they saddle upon the taxpayers of Ramsey county that the public must be informed and disgusted. But now comes a judge sitting on the bench and directing attention to "most scandalous and unethical conduct" of certain St. Paul lawyers in this connection. This is a serious accusation, brought against members of the Ramsey county bar and officers of the courts of Minnesota. It is inconceivable that the Iowa court spoke without full knowledge of the circumstances and the names of the offending lawyers. Undoubtedly all are matters of record in the Union county court proceedings.

Surely there is a remedy for this state of affairs. With this charge hurled at the bar of Ramsey county, surely that honorable organization will not be content with dodging its head and letting the shot shriek past. This is a grave reflection, as long as it stands in this form, against the entire legal profession of St. Paul. It charges scandalous and unethical conduct on the part of certain members and the charges runs to all of them as long as the organized body lolls back and shirks action.—Editorial, St. Paul Dispatch, November 19, 1915.

MURPHYSBORO IS GIVEN WRITE-UP BY BIG MAGAZINE

Illinois Central Magazine Devotes Several Pages to Murphysboro and Vicinity. Thousands of Copies Will be Distributed

The current number of the Illinois Central Magazine which has just been distributed contains much good advertising for the city of Murphysboro. It contains an article of several thousand words devoted to Murphysboro and its advantages as a manufacturing center. The article deals at length with the various mines and other industries of Murphysboro as well as with the ex-

cellent dairy interests in the surrounding country.

In addition to the reading matter, several pages are devoted to views of the city and industrial institutions. Among the scenes shown are the federal building, St. Andrew's hospital, scenes in the business and residence section, schools, churches, brick plant, creamery, shoe factory, dairy farms and hard roads.

The edition consists of 50,000 copies. Of this number 45,000 will be distributed to the employees of the company and the remaining 5,000 will be distributed by the industrial agents of the company to the large concerns throughout the large cities with which the Illinois Central does business.

The magazine contains 120 pages of well written matter of interest to the employees of the company.—Daily Independent, Murphysboro, Ill., Monday, Nov. 22, 1915.

PLAIN WORDS FROM THE BENCH

Let us tip our hats to the Iowa judge who put a heavy foot down upon the foisting upon St. Paul the trial of a personal injury case in which it has no interest. We have already

commented upon his caustic reference to the scandalous and unethical lawyers of St. Paul who bring in these outside cases and now we may wish there were more of this class of judges so that there would be less of that class of lawyers.

It will cost the taxpayers of Ramsey county something like \$70,000 this year to try these imported cases. They are cases in which Minnesota has no connection. The injuries did not occur in this state and none of the parties to the actions resides here. Yet the practice cannot be reached by any expedient of law. Injured men are assured they can get larger verdicts by trying their cases in Minnesota and we have foisted upon us a volume of litigation which costs us money and congests and delays the progress of the courts with our own legitimate business.

It is a singular state of affairs if the bar associations of the state and county cannot devise means to put an end to the practice. With a little courage it might easily be done. Meantime, a wassail to the Iowa judge, who told in plain language what he thought of it.—Editorial, St. Paul Pioneer-Press, November 21, 1915.



HON. W. D. HANNAH
President, Mississippi State Fair, Jackson, Miss.



HON. F. E. GUNTER, PRESIDENT
Jackson Board of Trade, Jackson, Miss.

President Markham Replies to Sumner Herald-Progress

Chicago, Ill., Nov. 2, 1915.

Mr. Charlton M. Brosius,
Editor of The Herald-Progress,
Sumner, Miss.

Dear Sir:—

Some one was kind enough to send me a copy of your issue of the 14th ult. containing an editorial, which I have carefully noted, reading as follows:

"Hon. J. J. Breland will this week file two suits against the Y. & M. V. Railroad Company with the circuit clerk at Sumner. The suits are for damages and are brought by Mr. Breland for two negro men, Davis Brown and Glen Covington. They claim that after they had paid their fare on a Y. & M. V. passenger train, the conductor accused them of beating their way and cursed them and struck them. If the allegations set up are true, the railroad should be made to pay damages to the negro men. A large number of negroes travel on the Y. & M. V. From them the company receives many thousands of dollars annually. We have been traveling on the Y. & M. V. for the past four years and we have never seen any bad conduct on the part of negro passengers. Once at Webb and once at Vance we saw Y. & M. V. conductors curse and abuse negro men for boarding trains without a ticket and at Webb the conductor cursed the negro and shoved him off the train for no other reason than that he boarded the train without a ticket. He had the cash, which is good in Mississippi for everything else except to ride on a Y. & M. V. train, and was willing to pay his fare, but because he was a negro the conductor cursed him and pushed him off the train. Negroes are human beings. They are our charges. And it is a duty devolving upon the white people to see that they are

treated fairly and justly. The Damage Suit Disease will never be cured in Mississippi until the railroads learn to treat all their patrons with fairness and a small measure of courtesy."

I am very sorry you saw fit to lend the influence of your newspaper in support of the suits brought against the Yazoo & Mississippi Valley Railroad Company by Davis Brown and Glen Covington, both colored, without first giving us an opportunity to present to you our side of the controversy.

The Yazoo & Mississippi Valley Railroad Company is perfectly willing to be condemned if it deserves to be, but before passing sentence upon it, I feel that we should at least be entitled to the courtesy of a hearing.

Assuming that, at the outset, your mind was open and, as between these two negro litigants and the Railroad Company, you harbored no thought other than to be fair and just, but that, having heard a report of what the negroes had to say, you accepted it as conclusive of the entire matter, I caused an investigation to be made and am taking the liberty of acquainting you with the facts, which I found to be, substantially, as follows:

Mr. W. G. Beanland was the conductor in charge of train No. 340 on Sunday, October 3rd. Davis Brown, colored, boarded the train at rear of white compartment and took a seat in the negro compartment of the car. A crowd of negroes boarded the train at Webb, en route to Sumner, a distance of 2.4, the running time being only five minutes. Mr. Beanland says he did not get to Brown till the train was leaving Sumner and then found him very busily engaged in looking out the window. He says he touched him on the shoulder and asked for his ticket and the negro, in a surly manner, replied

that he had paid cash fare from Webb to Clarksdale. Mr. Beanland says he assured the negro that such was not the case, whereupon the negro cursed him, and that he then struck the negro in the face. This, briefly, is the substance of Mr. Beanland's statement and it is corroborated by a number of witnesses. After the altercation took place, Brown busied himself in taking the names of witnesses, showing that he had in mind a suit against the Company. It occurs to me he might have thought of that even before boarding the train.

As to the other case, that of Glen Covington, Mr. Beanland, in his statement, says: "I had no difficulty or controversy of any kind with any negro on that trip other than with David Brown. I understand the negro, Covington, says he boarded the train at Tutwiler. I recall a tall negro getting on the train there, but I had no words with him. I recall him because I saw him setting with Brown and observed them talking together, and I surmised that Brown was telling him about the trouble he had with me."

You say in your article: "Negroes are human beings. They are our charges. And it is a duty devolving upon the white people to see that they are treated fairly and justly." You are quite right and I am in full accord with you on that, but, surely, you would not deprive a white man of the privilege of resenting an insult from a negro. I take it that you think good, law-abiding negroes ought to be treated fairly and considerately, but that bad negroes ought to be held in restraint.

Our investigation clearly develops that Davis Brown, without provocation, cursed the conductor, Mr. Beanland, and that Mr. Beanland struck him. That is all there is to this matter which you have made the basis of a damaging editorial in your newspaper. If you are disposed to doubt the truthfulness of Mr. Beanland's statement, it may help you to know something about

who he is. I have looked that up and have found that Mr. Beanland was born in Batesville, Miss., and resided there till he entered the service of this company, and is a taxpayer of Panola county. He has been a conductor running through Mississippi for the last seventeen years, and during all that time has never been called into court as a witness in any case where he was accused of mistreating a passenger, or on account of alleged trouble of any kind whatever, where it was claimed that he was unfair or discourteous towards a passenger, white or black.

We are striving to conduct the Yazoo & Mississippi Valley Railroad Company in the interests of the people whom it serves. If they are not successful, the road cannot prosper. We are anxious to assist in building up the territory in which our lines are located, but one of the greatest obstacles with which we have been confronted is the custom which obtains in Mississippi, but which, happily, is now beginning to show signs of disappearing, of suing corporations on every pretext. Frequently, we find our business badly crippled by the large number of train crews tied up in courts all over Mississippi as witnesses in cases of the most frivolous nature. It is true that we are successful in defending the great majority of these cases, but the costs are burdensome and the inconvenience which we are put to is tremendous.

I have felt by getting closer to the people, through free and open discussion, that we might reach a better understanding and avoid much waste of time and money. This response to your editorial is in accordance with that policy. We have nothing to conceal and are only asking for a square deal.

Yours truly,

C. H. Markham,

President.

Greenwood (Miss.), Commonwealth, of
Nov. 19, 1915.

Editorial Comments of Mississippi Newspapers

More Fake Damage Suits

In a letter to the editor of the *Sumner Herald-Progress*, President C. H. Markham, of the Illinois Central, makes an interesting exposure of two damage suits recently filed in the circuit court of Tallahatchie county against the Y. & M. V. road.

The plaintiffs in the litigation are negroes who claim that the conductor on a Y. & M. V. train cursed and struck them after they had paid their fare, and accused them of trying to beat their way on the train.

The evidence presented by President Markham in his letter to the *Herald-Progress* shows rather conclusively that one of the negroes was a "stool pigeon," for a professional damage suit lawyer; that an altercation with the conductor was evidently provoked for the specific purpose of finding grounds for a damage suit, and the "stool pigeon" was actively engaged in taking the names of "witnesses" while the altercation was in progress. It was the "stool pigeon" who started the fuss, without any provocation whatever, loudly cursing the conductor, whereupon the latter struck him.

The conductor on the train was Mr. W. G. Beanland, one of the most popular employes on the Y. & M. V. system, a man well-known and highly esteemed by thousands of Mississippians, and who is noted for genial manner and courteous treatment of passengers. In brief, it looks very much like a "frame-up" case, in no wise different to hundreds of similar suits instituted with the deliberate purpose of mulcting the common carrier for a little cash.

In his letter to the editor of the *Sumner Herald-Progress* President Markham says:

"We are striving to conduct the Yazoo & Mississippi Valley Railroad Company in the interests of the people whom it serves. If they are not successful, the road cannot prosper. We are anxious to assist in building up the territory in which our lines are

located, but one of the greatest obstacles with which we have been confronted is the custom which obtains in Mississippi, but which, happily, is now beginning to show signs of disappearing, of suing corporations on every pretext. Frequently, we find our business badly crippled by the large number of train crews tied up in courts all over Mississippi as witnesses in cases of the most frivolous nature. It is true that we are successful in defending the great majority of these cases, but the costs are burdensome and the inconvenience which we are put to is tremendous."

Commenting on the above, the *Greenwood Commonwealth* well says:

"We suggest that there is food for thought in Mr. Markham's statement. Regardless of the merits or demerits of the cases under discussion, it is true that too many suits, which lack merit, are brought against corporations in this state. This is hurtful to the best interests of the people in many respects. Railroads are quasi-public institutions. Every commodity which we have to sell is transported by them. Every article which we have to have, either to eat or to wear, reaches us over our transportation lines. Everything which hinders them also injures us and indirectly the people have to help carry the burden. But that is not the most important argument in favor of fair treatment of the railroads. If we gain the reputation, as a state, of taking away from them that which is justly theirs, we shall see no more railroad building here. We shall see capital-seeking investment giving us the go-by. We shall see the end of outside help in the progress of Mississippi.

"Would it not be well to discourage the things which are inimical to our best interests as a people, and commence to set our house in order so that we may share in the wave of prosperity which is now beginning to sweep over the country? We have been narrow long enough. Let us

throw off the yoke and begin to broaden out. In our humble opinion, the most effective start which we could possibly make would be to put a stop to 'peanut' litigation against our railroads."

The truth of this is being realized in quite a number of counties in Mississippi, notably here in Hinds, where a complainant must have just cause for action against a common carrier before a damage verdict can be hoped for—and if there is just cause of action it rarely reaches trial in the courts, for the railroad company is invariably willing to make settlement on reasonable basis.

The taxpayers in Hinds have awakened to a realization of the fact that, in the end, damage suit judgments are settled by the taxpayers, not by the railroad; that that expense of useless litigation is a certain item in the fixed charges of a railroad company's expense budget, and, while paid by the company, it is the general public that must eventually foot the bill.—Editorial, Jackson News.

"PEANUT" LITIGATION

In another column of this issue appears the reply of President Markham, of the Yazoo & Mississippi Valley Railroad Company, to an editorial published in the Herald-Progress, of Sumner, of the 14th ult., the occasion being two suits brought recently in the Circuit Court of Tallahatchie county by a couple of negro men, demanding heavy damages, alleging that they were assaulted, without provocation, by Conductor Beanland, on October 3rd, while passengers on train No. 340 running between Greenwood and Memphis. The editor of the Herald-Progress says, if the allegations of the negroes are true, that the Railroad Company ought to be made to respond in damages; that the negroes are our charges and that it is our duty to protect and see to it that they are treated fairly. Mr. Markham agrees with the Herald-Progress, but explains, in the instant case, that one of

the negroes was trying to beat his way and when the conductor caught him in the act he became abusive, which caused the conductor to strike him; that nothing whatever is known about any grievance on the part of the other negro, except the allegations in his petition. Mr. Markham suggests that a white man ought not to be deprived of the privilege of resenting an insult from a negro. We can all get together on that proposition.

It appears that the issue, upon trial of the cases, will be resolved into a question of varacity between Conductor Beanland, a native Mississippian, who has been running a train for seventeen years, and has never been accused of a discourtesy to a passenger, white or black, on the one side, and a couple of negro bucks "run amuck" on the other. The valuable time of the Court, and a jury of twelve men, at the expense of the taxpayers of Tallahatchie County, will be consumed in deciding whether the conductor or the negroes are telling the truth.

Mr. Markham complains that the legitimate business of the Railroad is frequently seriously interrupted by the large number of frivolous suits brought against his Company in Mississippi. He says that many train crews are often tied up in the different Courts at the same time as witnesses in cases which ought not to be brought.

We suggest that there is food for thought in Mr. Markham's statement. Regardless of the merits or demerits of the cases under discussion, it is true that too many suits, which lack merit, are brought against corporations in this State. This is hurtful to the best interests of the people in many respects. Railroads are quasi-public institutions. Every commodity which we have to sell is transported by them. Every article which we have to have, either to eat or to wear, reaches us over our transportation lines. Everything which hinders them also injures us and indirectly the peo-

ple have to help carry the burden. But that is not the most important argument in favor of fair treatment of the railroads. If we gain the reputation, as a State, of taking away from them that which is justly theirs, we shall see no more railroad building here. We shall see capital-seeking investment giving us the go-by. We shall see the end of outside help in the progress of Mississippi.

Would it not be well to discourage the things which are inimical to our

best interests as a people, and commence to set our house in order so that we may share in the wave of prosperity which is now beginning to sweep over the country? We have been narrow long enough. Let us throw off the yoke and begin to broaden out. In our humble opinion, the most effective start which we could possibly make would be to put a stop to "peanut" litigation against our railroads. —Editorial, Greenwood (Miss.) Commonwealth, November 19, 1915.

Railroad Development in the South, Past and Future

By President C. H. Markham in the Merchant and Manufacturer

THE agricultural, industrial and commercial development of the South has been more rapid in proportion within recent years than that of any other section of the United States. This would naturally suggest that during this time the development of the railways which serve it had also been proceeding rapidly; it would be impossible for any community or section to grow fast along agricultural, commercial and industrial lines without its progress being accompanied and promoted by a proportionate expansion and improvement of its facilities of transportation.

There are communities, and even large parts of whole countries, which are practically self-supporting. That is, they consume most of what they produce and produce most of what they consume. Such localities are dependent only to a relatively small extent on railway transportation. There are other communities, and even large territories, which consume only a relatively small part of what they produce and produce only a relatively small part of what they consume. For their prosperity they are dependent in a very large measure on railway transportation. Railway and ocean transportation afford the only efficient means for distributing the products and supply-

ing the wants of such communities and sections. Inland waterways, excepting perhaps such bodies as the Great Lakes, cannot compete with railways in rendering this indispensable service.

The United States is made up of communities and sections which are dependent for their prosperity on railway transportation. This is especially characteristic of the South. The South is still chiefly a producer of raw materials; its welfare demands efficient distribution of these raw materials over a wide area. It must still depend largely on other sections for finished products. Its welfare requires efficient means for bringing in these products. It is chiefly because of these things that its recent progress has been so largely due to the expansion and improvement of its railways, and that its future progress will be equally dependent on their expansion and improvement.

The South has agricultural resources in many ways unsurpassed. Its timber supply and mineral products are of great variety and value and well distributed. Its climate as a factor in industrial development is in its favor because many of its activities can be carried on throughout the year, while in severer climates they must be suspended during a large part of the year.

But its great natural advantages the South has always had. Its experience has been, therefore, a remarkable demonstration of the fact that natural advantages alone are insufficient to make a territory rich. To turn natural resources into wealth it is necessary to secure their development by the investment of capital in agriculture, manufactures, mining and transportation. If the necessary capital is not available locally, it must be attracted from places where it is available.

With the South's abundance of natural resources and an enlightened conception of how they may best be utilized, a spirit of co-operation between the people and their railroads cannot fail to result in almost unlimited prosperity, and in this the railroads should share. Having in possession these great natural resources, the next two important steps are the adoption of the proper means for their development and the encouragement of the means by which the products of industry may be conveyed to the markets where their value is greatest.

In 1895, twenty years ago, the development of the railways of this section was very backward. The total railway mileage of West Virginia, Virginia, North Carolina, South Carolina, Kentucky, Tennessee, Georgia, Florida, Alabama and Mississippi at that time was 29,620 miles. In 1905 the mileage in this same territory had increased to 37,105 miles, a gain in ten years of 7,485 miles. At the beginning of this period the railway system of the South consisted mainly of numerous small and disconnected lines, which were unable either to handle their business profitably or to render satisfactory service to the public. About 1900 there began a series of consolidations which combined most of the mileage into a relatively few large systems. The formation of these large systems was needed both to make railway operation more profitable and to improve the service rendered, and during the decade since 1905 the expansion of transporta-

tion facilities has been greater than in the decade before. In the eight years between 1905 and 1913 the railway mileage of the territory south of the Ohio and Potomac rivers and east of the Mississippi River increased from 37,105 miles to 46,157, or 9,052 miles. The railway mileage of the United States increased only 27½ per cent in the eighteen years between 1895 and 1913, while that of the South increased 55 per cent. The growth of the South's railways was substantially greater in proportion than that of the railways of the rest of the country.

The increase in investment in the railways of the South was much greater in proportion than the increase in mileage. The investment in them in 1895 was \$1,354,580,245; in 1905 it was \$1,677,073,671, and in 1913 it was \$2,959,205,219. The increase in investment between 1905 and 1913 was almost as great as the total investment in 1895, and the increase from 1895 to 1913 was 118 per cent. These figures show that the greater part of the railway growth of this section has taken place during the last decade.

There is no better indication of the rate at which the agricultural, mining, manufacturing and commercial development of a community or section is proceeding than the increase in the freight tonnage originating on its railways. The Interstate Commerce Commission began in 1899 to publish statistics regarding the tonnage of various kinds of commodities originating on the railways of different sections. These statistics show that between 1899 and 1913 the tonnage which originated on the railways of the South increased 223 per cent. The increase in tonnage of products of agriculture was 154 per cent; products of animals, 214 per cent; products of mines, 264 per cent; products of forests, 220 per cent; manufactures, 167 per cent; merchandise, 356 percent, and miscellaneous commodities, 24 per cent. The data in detail are given in the following table.

| | Tons, 1899 | Tons, 1913 |
|-------------------------|------------|-------------|
| Products of agriculture | 5,547,748 | 14,114,467 |
| Products of animals... | 827,360 | 2,598,745 |
| Products of mines..... | 27,701,985 | 101,003,003 |
| Products of forests.. | 9,500,833 | 30,789,088 |
| Manufactures | 7,336,950 | 19,641,814 |
| Merchandise | 1,600,237 | 7,312,038 |
| Miscellaneous | 2,598,957 | 3,229,235 |

Total.....55,212,957 178,688,390

The increase in the tonnage originating on the railways of the western district during the same period was only 193 per cent.

The statistics in the above table show that, as has already been stated, the South is pre-eminently a producer of raw materials. The output of its mines and forests account for 74 per cent of the tonnage it supplied in 1913 to its railroads. There have been very marked increases in its tonnage of manufactures and merchandise, but no one can study the table without being impressed with the great extent to which it is dependent on its transportation facilities for getting the great bulk of its products to the markets where they can be sold to the best advantage.

The advance in railway tonnage shown resulted, of course, in a large increase in railway earnings. Perhaps the rapidity of the development of the railways of the South since 1895 may best be made clear by assembling in a small table some statistics regarding the increase in their mileage, their freight traffic and their earnings and expenses. The following table gives such statistics for the years 1895, 1905 and 1913:

| | 1895 | 1905 | 1913 | Per Cent increase 1895 to 1913 |
|--------------------------------------|-----------------|-----------------|-----------------|---|
| Mileage | 29,620 | 37,105 | 46,157 | 55% |
| Railway capital invested..... | \$1,354,580,245 | \$1,677,073,671 | \$2,959,205,219 | 118% |
| Freight tonnage..... | 70,800,626 | 143,624,955 | 263,847,819 | 272% |
| Tonnage originating on road..... | 55,212,957 | 93,959,210 | 178,688,390 | 223% |
| Average rate per ton per mile, mills | 8.03 | 8.2 | 6.85 | -14% |
| Earnings from operation..... | 118,789,176 | 260,964,909 | 473,044,918 | 300% |
| Operating expenses..... | 81,754,161 | 177,907,098 | 340,132,131 | 316% |
| Net earnings..... | 37,035,015 | 83,057,811 | 132,912,787 | 260% |

It will be seen that owing to both the increase in mileage and the still greater proportionate increase in traffic the total earnings of the railways

of the South increased 300 per cent. Meantime, their total expenses increased still more, or 316 per cent, and their net earnings 260 per cent. An uninformed person might draw from these statistics the conclusion that the Southern lines have become very prosperous. This is not the case. On the contrary, in spite of the large increase in their net earnings, most of them are still relatively unprosperous. As a whole they have merely advanced from the depths of adversity to a somewhat better position. In 1895 they were in such desperate straits that they were unable to pay a cent of dividend on 90 per cent of their outstanding capital stock. In 1905 they were still unable to pay any dividends on over 40 per cent of it, and in 1913, when their total earnings were the largest in their history, they were unable to pay any dividends on 36 per cent of it. In other words, in 1913 there had been a substantial increase in the amount of their stock on which they had become able to pay dividends, but even then there was a large part of it whose owners received no return from their investment. Their net earnings per mile always have been less than those of the railways of the other large sections of the country. In 1913 the net earnings per mile of the Eastern railways were \$6,301; of the Western railways, \$3,201, and of the Southern railways, \$2,856. In 1914 there was a reduction in the net earnings of all the railways of the United States, including those of the

South. The railways of the South on the whole are still weak financially, whether measured by the standards of the rest of the country or by the per-

centage of return which they are able to pay. As shown by the table, there has been a heavy reduction in the average freight rate received by the railways of this section. In 1895 it was 8.03 mills; in 1905, 8.2 mills, and in 1913 only 6.85 mills. There was also, chiefly owing to legislation, a substantial reduction in the passenger rates received. Only by efficient management have the railways been able to stand the heavy increases in their expenses and reductions of their rates which have occurred in recent years, and even the most efficient management would not enable them to endure a continuance of the upward trend of wages and other expenses and the downward trend of rates.

The foregoing outlines the history of the development of the railways of this section during the last two decades. What of the future?

There can be no question that it is essential to the prosperity and progress of this territory that the development of its railways shall proceed more rapidly in the future than it has in the past. The South needs a larger mileage and it needs better railways. Whether the expansion of its transportation system will be such as its welfare demands will depend on its people. No industry can grow rapidly unless it can attract increasing amounts of new capital. No industry can attract increasing amounts of new capital unless those who have capital can be convinced that they will derive a profit from putting money into an industry unless the investment already represented by it is earning a fair profit. On the other hand, capitalists can easily be induced to invest money in an industry which already is earning substantial profits. It follows that the main prerequisite to such future ex-

pansion of its railways as the welfare of the South demands is to let the capital already invested in them earn fair and substantial profits. The existing lines cannot be sufficiently improved and enough new mileage cannot be built unless capital invested in railways is treated as well as that invested in other lines of business in this section. On the other hand, there is no reason to doubt that if railway capital is fairly treated the development of the railways of the South will be even greater in the next ten years than it has been in the last ten years.

There have been times when the people of the South have dealt unjustly with the railways. This was conspicuously the case some years ago when there was an epidemic of anti-railway agitation resulting in the passage of many laws reducing rates and increasing expenses. This epidemic was less general and malignant in the Southeast than in the Southwest and West, and did not last so long. In consequence, the Southeastern states have not suffered so much from it as Texas, Oklahoma, Arkansas and some Western states. The railway companies have no right to object to fair regulation. But they do have a right to oppose arbitrary regulation of their operations which unnecessarily increases their expenses and to arbitrary reductions in their rates which unjustly reduce their earnings, and in the long run this kind of regulation is as harmful to the public that indulges in it as to the railways.

The relationship between the railways and the public should be one of co-operation under fair and intelligent regulation. This is the relationship which will most certainly and effectively promote the expansion of the railways and the prosperity of the public.



Efficient Railroads and National Defense

By President C. H. Markham, in the Economic World

Sir:—Your letter asking for an expression of my views as regards the adequacy of the railways of the United States as an integral part of a program of defense, was duly received. Under modern conditions railroads constitute one of the most important factors in any system of preparedness for national defense. This has been illustrated repeatedly by experience in actual warfare. The superiority of Prussia's railways contributed very greatly to its triumph over Austria in 1866 and over France in 1870-1871. The unsatisfactory condition of Russia's railways seriously crippled it in its struggle a few years ago with Japan. Railways have played an even more important part in the present war in Europe than in any preceding struggle.

If the United States should become involved in war with any first-rate power, the celerity with which it could move large bodies of troops from one part of the country to another might determine the result of the contest. "In time of peace prepare for war." This warning is as important in its application to the railways as to any other arm of the service.

The two main essentials to fitting them to serve efficiently in war appear to be first, to provide, in the event of war, for a centralized organization and control of the entire system; and, second, to adopt measures that will promote the raising of their physical efficiency to a standard which will enable them to meet every demand it is probable hostilities would make on them.

Our situation in some important respects is similar to that of England before the present war in Europe began. Our railways are owned and managed by numerous private companies. Any sound scheme of preparedness would necessarily provide means whereby in case of need they could promptly be brought under the

direction and management of a central authority representing the Federal Government. The railways of Great Britain are owned by numerous independent companies, and the plan followed in bringing them quickly under central control and management affords an example which we might follow here. In 1871 a regulation was adopted by the British Government providing the method by which in case of war all the railways should at once be taken over by the government for operation. Immediately on the declaration of war against Germany on August 4, 1914, an order in council was issued under this regulation assuming control of the railways. In pursuance of this regulation a railway executive committee was organized of which the president of the Board of Trade, who is a cabinet minister, became ex-officio chairman, while H. A. Walker, general manager of the London and South Western, became chairman. The other members of the committee are the general managers of ten of the leading railways. Under the act of Parliament the government guarantees the companies during the war the same net return which they were earning when it began. The railways of Great Britain have been operated under this arrangement up to the present time. From all reports it has worked admirably. It is claimed that there never has been a time when the railways have not been able to handle promptly all the military traffic that the government has given them.

It would seem that one of the earliest steps that should be taken by the government of the United States to put this country in a state of preparedness is to arrange for a conference between representatives of the government, on the one hand, and of the railways, on the other, first, to decide on the form of central organiza-

tion under which the railways should be operated in case of war; and, second, on what measures should be adopted to correlate and unify their physical facilities as may be necessary for the purposes in view.

It is easy to recognize three or four elements on which the efficiency of a railroad system as a military instrumentality depends. They are illustrated in the history of the operations of Germany in the present war. The development of Germany's railroad organization has been, if not wholly, at least in very large part, based on military requirements. Germany's experience seems to teach that as an adjunct to the carrying on of war with another nation, the effectiveness of a country's railroad system depends: First, upon the completeness with which it affords means of communication between different sections or between all and any one that may, for the time being, be of the greatest importance. Second, upon the nicety with which each normally independent unit of such a system is articulated with each other unit with which it is in physical relation. Third, upon the unanimity and intelligence of the central control. Fourth, upon the physical adequacy of each unit and consequently of the system as a whole to carry the extra burden which emergency may at any moment force upon it.

In respect to the first head, it may be assumed that the railroad system of the United States meets all the reasonable requirements of a nation confessedly non-military. As requirements of a system of national defense the importance of intelligent consideration of, and action upon, the other three, can hardly be over-estimated. The consideration should properly be the work of a comprehensive conference such as suggested. Action would necessarily consume time; but the most loosely-constructed formulation of data and plans might be of incalculable value to a board hastily summoned to cope with an emergency.

Second in importance only to the

working out of a suitable controlling organization, and a co-ordination of existing facilities, is the consideration of means for putting our railway system in better physical condition. The United States is a large country. Its railroad system covers long distances. Effective military service between one section and another ordinarily would mean the temporary unification of previously independent systems. The country's frontiers are as long as they are widely separated. Protection, to be effective, must be taken into account, not only accustomed gateways, but isolated localities. Branch lines become of importance substantially equal to that of main arteries. The fingers are as important as the arm. This means that even seemingly insignificant units must have some degree of consideration. Under government control for military purposes any line might have its part to perform as a connecting link.

Unfortunately, the condition of many of our railroads is not such as to encourage the view that they could support the burden of an enormous overload suddenly thrust upon them. Some roads are even now having difficulty in handling the business available in time of peace. A period of insufficient nourishment has left them in an emaciated condition. They are far from fit for the extraordinary exertions that might be incident to military service.

Heavy increases in wages and taxes unaccompanied by adequate increases, and sometimes accompanied by decreases, in rates, have not only reduced their net earnings and disabled them from raising capital for needed improvements, but have, also, in many cases, incapacitated them for properly maintaining their properties. These conditions must be remedied if the railways are to be fitted to play their part in a scheme of national defense. They can be remedied only by the adoption of a more liberal and enlightened policy of public regulation. A policy of public control which restricts the earnings and profits to the

lowest minimum which the courts will hold does not transgress the limit of confiscation, and which in some cases is even held to be confiscatory, is not one which will help the railways to contribute their share toward saving the nation in case of war.

It may be argued that we do not seek war and that, therefore, expenditures to put our railways in shape for it are unnecessary. This would be an equally valid argument against improving the army or navy; and there is an argument for a policy of regulation that will enable our railways to be put in better condition that cannot be advanced in favor of any other form of military preparedness. This is that the same expenditures that are needed for putting them in better condition for war are needed to put them in condition to insure their own prosperity and that of the public in time of peace. If war should come the country would be the winner by the amount by which an efficient railway system would contribute to a successful outcome. If it should not come the country would be the gainer by the amount which a prosperous railway system contributes to its prosperity.

Very truly yours,

C. H. Markham.

Chicago, November 20, 1915.

WILL WAGE FIGHT ON SENSELESS SUITS.

Movement Launched in Meridian, Miss., That Ought to Be Carried on in All Parts of State—Foremost Business Men of Community Give It Support.

To place Meridian on the surf of the wave of prosperity and for the benefit and uplift of Mississippi, to pull it out of the rut and eliminate the obnoxious legislation, which has made it practically impossible to secure new industries, was the slogan of a conference of thirty-five business men of Meridian at the Board of Trade Tuesday afternoon.

The keynote of the meeting was

struck when it was announced that Meridian and the State is suffering untold damage through the useless and unmerited litigation rampant in all parts of the State, particularly noticeable in Meridian.

"The petty suit litigation and the multiplicity of suits filed in the courts of Lauderdale county, are driving manufacturers away from our State; we are suffering because of the acts of our own people and because of the witless legislation, which has made it possible, to pursue business interests, until they had rather abandon business in Mississippi than be forced into endless law suits of all kinds and character, and new business refuses to enter the State because of this terrifying record," declared Cliff Williams, who called the meeting of business men, which was composed of practically every merchant, banker and manufacturer in the city.

"Business wants some protection, gentlemen, and they must have it, if we are to continue to grow and thrive, and I frankly say to you, that we have reached the point where we are taking the dry rot, unless we take some immediate steps towards correcting this growing evil ever present to haunt and harass all kinds of business."

Particular attention was called to the numberless suits filed in the courts of Lauderdale county and some for sums aggregating \$25,000 to as high as \$80,000.

One speaker declared that 75 per cent of the damage suits filed were without merit and the records showed case after case where suit was entered for sums ranging from \$5,000 up had been settled for \$100 and sometimes less.

"These suits are brought for no reason on earth except to try and get a compromise," it was declared. "It is well known that all lawyers base their fees on the amounts involved and the object that seems to lay behind this litigation is the hope of securing as much as possible out of a man, because he would rather pay a small amount than go to court with the case when he knows it will cost him a big attorney's fee and when he can settle the case for less

money than it would cost to fight it legitimately."

Attention was called to the alleged damage which the state revenue agent's office had done to the business interests of the State, when it was declared that this department, working on a fee basis, is bringing suits right and left against cotton interests, lumber interests, manufacturers of all kinds, corporations and what not, and the only result will be "the paying of attorneys' fees" based on these million dollars of claims.

The keynote of the meeting was that something must be done to stop this litigation, which, in the opinion of every business man present—and every business in the city was represented—was doing irreparable injury to the State.

"Capital is being antagonized, and I know of two big industries which have been absolutely driven away from Mississippi—absolutely scared to death, because of this endless chain of costly litigation rampant in the State," declared Cliff Williams. "A party came to Meridian with \$400,000 only a short time ago. They investigated conditions and the record of damage suits absolutely drove them away, not only from Meridian but the State. They said they could not invest their money in a State where such a condition existed."

The business men went on record to do everything in their power to correct conditions, and wanted it distinctly understood that they were in no wise supporting or seeking protection for those interests that are violating the laws of the State or nation, but they were solidly united in their demands for a change in the laws of the State, inimical to every business and the fee system in particular. This latter they declared, was a burden under which the State should not rest, and one from which it should be immediately relieved.

"I have been told that this city is full of what is commonly called ambulance chasers, or runners," declared one business man. "A slight accident can occur in any part of the city and county and before breakfast next morning the case is in the hands of some lawyer and a sum of money is asked. This is regard-

less of the merit of the case, whether right or wrong.

Another declared that he had been told that in one instance he could show where a sum of money had been paid a runner or so-called ambulance chaser, for getting details and information in an accident.

"This condition should not exist and we should call the Lauderdale County Bar Association to meet with us and ask their co-operation along this line, which will go far towards clearing our State of the bad name which it has acquired and which is driving prosperity from our doors," declared Mr. Williams.

It was also pointed out that the business interests of the city would not serve on juries. This, the business men, said they would correct, and see to it hereafter that the men in the city, those men actually in touch with affairs, would do their full jury duty.

The Meridian Lumbermen's Association met immediately after the business men and endorsed the plan outlined. Other organizations in the city have also endorsed the move and will work hand in hand with the business men, who will organize for this purpose, in their efforts to rid business of the incubus, which is tearing at its vitals.

The business interests at the meeting said that it should in no wise be construed as having any political bearing whatsoever; that there was no fight on any particular department of government; that they were not upholding business that violated the laws of the State, but that they wanted protection for legitimate business and wanted senseless litigation and harrassment stopped.

It was intimated at the meeting that a strong fight would be made on the fee system in the next legislature, which it is believed, is the mother of most of the evil from which Mississippi business is suffering.

Mr. Williams said that another meeting would be called in the near future, when all business interests would combine and co-operate to one end—the progressive uplift of the Magnolia State.—Meridian (Miss.) Dispatch.



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments, in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local-Treasurer in Chicago, or the Local-Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Local Treasurer,

Chicago Ill.

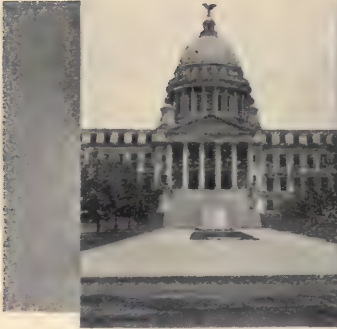
Date.....

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



The Commercial, Industrial, Educational and Social Center of the State

By James B. Lusk
Secretary, Jackson Board of Trade

FOR its population and surroundings, Jackson enjoys perhaps the most advantageous location in the South.

Certainly no other city in any of the nearby states is situated to better advantage.

Its growth in population from 7,816 in 1900 to 21,262 in 1910, and about 28,000 in 1915, needs no special comment, but shows on its face a record unsurpassed by any old established city in the United States and excelled only by a few of the younger generation of municipalities in percentage of increase.

Its increase in population from 1900 to 1910 was so phenomenal among the old established cities, being 172 per cent, that the United States Census Department in its 1910 Report, gave it first publication over all cities in the United States.

If the reason were sought for this remarkable growth and development, it would be found to be largely twofold.

In the first place, being the Capital City of the state and enjoying the best of industrial, educational and social advantages, many from both within and beyond the borders of the state have been attracted here as a desirable place in which to live and raise their families.

In the next place, the very fact that the agricultural wealth of Mississippi, according to the last United States Government Census Report, increased from \$904,221,027 in 1900 to \$426,314,634 in 1910, has had no little to do with this remarkable record.

Furthermore, a summing up of the agricultural wealth of the state at this time,

after general diversification has been in full swing for the past five years, would, no doubt, show practically double that of 1910.

Note must also be taken of Jackson's superb central geographical position in this state, and its almost unrivaled railroad and transportation facilities, the railroads radiating in eight different directions to rapidly developing farming and stock-raising territories, and with forty passenger trains arriving and departing from Jackson's Union Station, every twenty-four hours.

Manufacturing

As an industrial and manufacturing center, Jackson presents unusually attractive advantages, and is making notable progress in securing many desirable and substantial industrial plants.

Quite a lengthy list of substantial manufacturing enterprises secured for this city in recent years could be placed before the reader, but the writer assumes at the outset that neither too much detail nor too much length are especially desirable.

The fact that Jackson is surrounded by a vast wealth of raw materials in many leading lines, especially all kinds of desirable hardwoods which enter into the manufacture of furniture, cabinet, decorative and practically all kinds of wood work, very naturally points it out as a desirable place in which to embark upon these lines of manufacture.

Its splendid outlying territory, which is so admirably adapted to advanced agriculture, vegetable and fruit growing, and stock-



Street scenes, business and residential, Jackson Miss.



-raising, also makes it a fine location for the canning and packing industries.

The cotton seed oil mill industry has grown to such proportions here as to make Jackson the largest cotton seed crushing point in the world.

Jackson's manufactured output consists of such commercial articles as coffins, cooperage, seating and school furniture, office furniture and fixtures, rough and finished lumber in both pine and hardwoods, wagons, sash, doors and blinds, burial vaults, harness and saddlery, iron and brass foundries, structural building materials, brick, gas, electricity, cigars, mattresses, canned goods, vinegar, muslin underwear, stock food products, farm fertilizers, cotton seed oil, cotton seed food products, soft drinks, ice, ice cream, candy and confectioneries, cakes, bread, cane syrup, etc.

A tremendous economic fact which industrial investigators must bear in mind when considering a point like this is, that the transmission of the raw material and the finished product, combined, entails an expense of only 7 per cent in this locality, as against 14 per cent for the same service in the New England district, thereby saving a clear 7 per cent, which is a god dividend in itself, under the fierce competition of today.

Some of our manufacturing establishments are of immense proportions, and their products are well distributed throughout the southern states.

Jackson's industrial population bears the stamp of worthy, intelligent, high-class, peace-loving and home-loving citizenship. In this respect it far outclasses many of the industrial cities of the North and East.

The writer has been in many cities in this country that were, to all appearances, veritable beehives of stir and industry, yet which had no standard worth speaking of, above the sordid love of a dollar and the brutal separation of the people into two distinct, often hostile, camps—the one arrogating to itself the position of unsympa-

thetic and often disdainful masters, the other—from dire necessity—occupying that of sullen and often vengeful followers.

Here the employer and the employed are personal friends, attend the same churches as such, and their children mingle in the schools and on the playgrounds as chums and comrades.

A comparison of these two pictures is decidedly in our favor—don't you think?

And does it not also stand to reason that, under such tranquil and splendid conditions where strikes and labor troubles are practically unknown, manufacturing operations of all kinds can be conducted with much more profit and satisfaction?

At this time Jackson has over \$3,000,000 invested in manufacturing, and this amount will be very materially increased with the coming of several more very substantial plants in the near future.

Educational

As an educational center Jackson takes high rank among the cities of its size in the United States. Indeed, with one law school, four literary colleges, two commercial colleges, one magnificent high school, eight splendid graded schools, one fine Catholic school and several fine private schools and language, art and music studios, its educational advantages may be regarded as unexcelled.

With Millsaps College, for boys, founded and endowed by that eminent financier and philanthropist, Maj. R. W. Millsaps, Belhaven College, for girls, and Jackson College, for colored boys, and Campbell College, for colored girls, the higher branches of education, as well as skilled training in manual and domestic economics, is well cared for here.

The colleges for both boys and girls here are models in both architecture and training, and are presided over by men and women of the highest culture and efficiency.

As for our magnificent system of high and graded schools, which are located to the



BELHAVEN COLLEGE

Creamery



Miss. Foundry & Mach. Co.



Some Industries of Jackson Miss.

Ice Plant



Jackson Fertilizer Co.





MILLSAPS BUILDING

best advantage in all parts of the city, no child from anywhere need have the slightest fear of not enjoying the very best of educational features here.

Parents moving here from any section of the United States may feel assured in advance that their children will have access to just as fine and as thorough school advantages as anywhere in the world.

Together with the regular class work taught in our graded schools, may be enjoyed also the finest facilities in business and manual training, physical culture, domestic science, sewing, cooking and the entire range of thorough and practical training for head and heart and spirit.

The writer could go into great length upon the many advantages offered for securing a thorough scientific professional or practical school education here, but he will assume it as sufficient when he assures those who may read this article that no better advantages or facilities are enjoyed anywhere in this great country.

Health

As to health, very few communities in the United States can claim superiority over this.

People in other sections of the country who may have some misgivings about the health of this section, may as well disabuse their minds of any such impression.

Not only are the health conditions here most favorable, but they also show steady improvement—a recent report here showing a mortality of only 9.91 per thousand of white population.

The old bugaboo about mosquitoes and malaria in this section has long since been exploded and thrown into the waste basket.

It has served the purpose of sharpers and schemers, who had interests elsewhere, long enough.

You will find mosquitoes just as numerous in St. Louis, Chicago, Washington City, Philadelphia and New York.

Mississippi is thoroughly abreast on all questions relating to pure water, correct food, proper sanitation and ventilation, correct and practical exercise, and the reader may rely upon it that health conditions in this section are not only first class, but vastly superior to that of many sections claiming themselves as such.

Water

For many years Jackson has drawn its water supply from Pearl River, which runs just to the east of the city and flows on down and empties into the Gulf of Mexico.

So far as purity is concerned, chemists claim that no purer running water is to be found anywhere.

But, until the erection and completion of a magnificent filtration plant here about two years ago, this water was slightly colored, or cloudy, after heavy rains.

Since the filtration plant was put into operation, however, the water is as clear as crystal and as pure as any water in the United States, and the supply is inexhaustible, affording unlimited quantities for all purposes.

The entire water works system here is owned and operated by the city.

The magnificent electric street railway system here, including public and private lighting, both electric and gas, is owned by a private corporation, Kelsey, Brewer & Co., of Grand Rapids, Michigan.

Banks and Banking

Jackson Banks are operating on a capital of about \$1,000,000, and the combined deposits of the four banks aggregate more than \$6,000,000.

Each of the four banks here have subsidiary, or savings bank, departments.

The character and personnel of our bankers is of the highest, most substantial and conservative type; and the institutions themselves, are as solid as the Rock of Gibraltar.

Commercial

The same may be said of the high character of the merchants of Jackson, in both wholesale and retail lines.

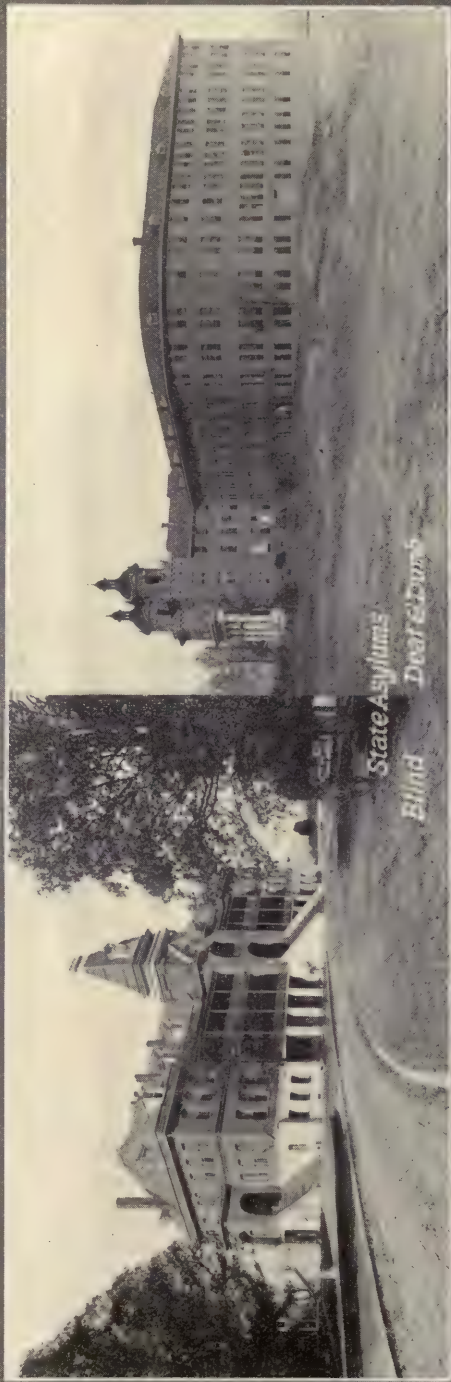
Both wholesale and retail merchandising has grown enormously in volume in Jackson in recent years, which shows that the surrounding farming, trucking and stock-raising territory is filling up and developing most satisfactorily.

The commercial agencies will bear out the statement that the merchants of this



Hospital for Insane

Jackson Miss.



State Asylum

Blind Deaf & Dumb

city are of a very substantial character and the general average of credits good.

Mississippi State Fair

Perhaps the most potent factor in the upbuilding of Jackson in a larger sense is the Mississippi State Fair. For ten years, prior to 1915, it was owned and operated by a small body of patriotic citizens, who gave liberally of both their time and money in order that the influence of this great educational institution might radiate among the people of this state, and fire and enthuse them to the upbuilding of a stronger and more compact agricultural and industrial civilization.

The splendid mission which it has served in this respect was well stated a year or more ago by Hon. J. Luther Enochs, former president, in the following significant words:

"It is showing our people the finger prints of the great civilization into which they are rapidly moulding themselves; it is showing them that as fine live stock can be raised in Mississippi as anywhere in the world; it is showing them how one acre, intensively and intelligently cultivated, is now producing more and far better results than five acres did formerly."

In the early part of this year, however, it was decided by a popular vote to have this great and useful institution municipally owned, and it is now managed and operated by a commission of five distinguished citizens: Hon.

W. D. Hannah, president, and Thad B. Lampton, S. P. McRea, L. B. Moseley and J. Luther Enochs, commissioners.

It is doing a tremendously beneficial work for Mississippi, and its inspiring influence for good reaches out to the remotest corners of the commonwealth.

Civic and Religious Affairs

Jackson's spirit of civic pride and righteousness is manifested in its constantly increasing area of nicely paved streets and walks, the improvement of its parks, with notable enlargement of its park service in early contemplation, its stately and beautiful residences, business buildings, state institutions, and that tolerant and finely poised temper of its people, which instinctively sees the right as opposed to the wrong, and which is neither contracted by

narrow dogma nor swayed by licentious passion.

Its churches, by reason of their large congregations and attendance and the great variety of creeds and forms of worship enjoyed within their hallowed precincts, attest a broad, cordial and tolerant welcome for those from other sections who may be seeking a place in which to cast their lot.

All the lodges and fraternal orders are strongly entrenched here, and homeseekers and visitors will have no difficulty whatever in being made to "feel at home" at once.

Commission Government

For nearly three years Jackson has been under the Commission Form of Government, and in the opinion of the majority here, it is esteemed as more efficient than the old aldermanic system.

Under the commission form of government each commissioner, in addition to the exercise of general and collective supervision, has his particular sphere of responsibility in the subdivision of public duty, say each assuming one-third, and is at hand at all hours of the day and ready to serve the public interests.

This necessarily means much quicker and better results, and more efficient business methods.

The present city government is in the hands of Hon. S. J. Taylor, Mayor, and H. Spengler and R. M. Taylor, Commissioners.



HON. S. J. TAYLOR
Mayor of Jackson

Jackson has two live and energetic commercial or business organizations: The Jackson Board of Trade and the Young Men's Business Club.

Hon. F. E. Gunter, vice-president of the Merchants Bank and Trust Co., is president of the former organization, and Hon. Sam Johnson, of the Dry Goods firm of S. J. Johnson & Co., of the latter.

These two organizations are doing a great work for this city and state, making both well and favorably known throughout this country and the Dominion of Canada.

Jackson also has a splendid Rotary Club, a live Automobile Association, a magnificent Country Club, with golf links and all modern accessories, a palatial Elks Home and, taken altogether, is one of the healthiest, happiest and most desirable places in

which to live to be found anywhere in this great country.

Agriculture and Stock-Raising Around Jackson.

Mississippi has the rain, the sunshine and the long growing seasons to make it one of the finest agricultural states in the Union.

Just think of green things growing always, of planting your garden any day and continuing to make crop after crop on the same soil. This is made possible by the mild winter.

This is a poultryman's and dairyman's paradise.

Imagine a country with summer time

larger profits than in colder or dryer sections.

There is an abundance of all kinds of forage crops grown in Mississippi, such as rape, alfalfa, lespedeza, red clover, white clover, crimson clover, bur clover, cow peas, soy beans, melilotus, peanuts, vetch, velvet beans, Bermuda grass Johnson grass, Sudan grass, rye, oats, barley, sorghum and an almost endless variety of native grasses.

And it must be borne in mind that an almost endless chain of combinations can be made from the above named crops, giving in many instances unequaled pasturage, and in others several splendid crops in ro-



CITY HALL, JACKSON, MISS.

practically all the year, with plenty of shade, with good rainfall and plenty of un-failing running streams, no fear of drought, with live-stock seeking and finding their own living in the winter, protected by sheltering fields from the occasional cold wave. Such are the ideal stock-raising conditions in Mississippi.

The stock-raising advantages in Mississippi are apparent when it is remembered that much less acreage is necessary to carry cattle here—1 to 3 acres per head being sufficient as compared with 15 to 20 in dry sections.

Stock-raising has the advantage of about 10 months pasturage here, requiring only about 2 months feeding out of 12—which means much cheaper production and much

tation from the same piece of acreage annually.

Surely these unusual advantages must appeal to all practical thinkers.

From 3 to 5 tons more ensilage per acre can be produced in Mississippi than in colder or dryer sections—which means cheaper production and larger profits in stock-raising.

Advanced stock raisers in this state have succeeded, at minimum cost, in producing the finest animals in the world, as evidenced by the great herd of Herefords at La Ver-net Stock Farm, one and one-half miles from Jackson, which has enjoyed an unbroken triumphal tour through the leading stock shows of the country—culminating with Point Comfort XIV winning the World

Championship Prize on Hereford Bull at the International Live Stock Show at Chicago, in 1913.

Mr. Samuel De Boer, of Nappanee, Ind., was so deeply impressed with the ideal dairy conditions of Mississippi that he has secured a large tract of improved land about three miles north of Jackson, and proposes to bring his magnificent herd of Holsteins, valued at \$15,000, from Indiana and locate them on this tract, with a view of establishing a modern dairy here.

Moreover, with proper breeding, as fine horses can be raised here as in Kentucky,

Boys, under the direction of Prof. C. A. Cobb, in charge of Boys' Club Work in this state, are making a remarkable record, and their fathers are following in their footsteps. The yield of corn has been increased in this state from 28,429,000 bushels in 1909 to 70,623,000 in 1915, which means that a few more years will find Mississippi one of the great corn raising states of the Union.

Under the United States Government Corn Club Work, as much as 227 bushels of corn have been produced on one acre here, and the common average raised to the acre under the demonstration work now



and as large and as fine mules as in Missouri.

Wheat grows well in Mississippi, as much as 42 bushels to the acre having been raised by Mr. Geo. Wheatley, of Washington County, and an average of over 30 bushels by numbers of planters, but its future as a commercial or profitable crop in this state is yet to be developed.

Growing oats in Mississippi is no longer an experiment, as they are fast becoming one of our great staple and money-making crops. The Stoneville Experiment Station, in Washington County, produced 126 bushels of oats to the acre, and numerous instances can be cited of over 100 bushels to the acre in this state.

Corn has developed wonderfully in Mississippi in recent years. The Corn Club

being conducted in Mississippi is between 40 and 50 bushels. Many progressive farmers are producing as much as 75 bushels to the acre on large tracts.

Plenty of corn means plenty of hogs, and big money can be made out of hog raising in Mississippi; in fact, this is fast becoming a great hog raising state.

Cotton will always remain a power in Mississippi, but under the "new order" it is being made a "surplus cash crop," instead of our sole dependence, as under the old regime.

Figs, sweet potatoes (or yams) and Irish potatoes, all the vegetables, and nearly all the fruits grow in riotous profusion here.

The prices of lands in the farming territory around Jackson range from \$10 to \$40 per acre, according to location. These

lands can be built up into magnificent farms in from one to three years; are admirably adapted to a wide range of diversified farming, trucking, fruit growing, dairy and stock raising, and afford ideal homes for thrifty homeseekers who may be seeking relief from the cold climate, hard struggle and high cost of living in the overcrowded districts of the North and East. As an investment these lands are unsurpassed, as they are certain to double and even quadruple in value in the next few years.

Mississippi has the land of semi-tropical productiveness, without the disadvantages of semi-tropical climate. Here seems to be the only real "Land of Least Resistance."

Mississippi can grow anything that can be grown in the North, and, in addition, many things which cannot be grown in the Northern States. What Mississippi wants is a larger number of sturdy farmers. The land is here, adapted to any agricultural purpose, and ready to yield handsome profits as a reward for intelligent cultivation.

Out of 46,865 square miles of territory in Mississippi only 503 square miles represent water surface, or a trifle over 1 per cent. So, far from being a swampy state, 90 per

cent of the lands in Mississippi are high and dry and above any overflow whatever, whether from river, creek, or branch. The altitude here is 288 feet.

The temperature and rainfall are admirable, the annual average of the former being 63.8 deg. Fahr., and the latter 47.53 inches, which is well distributed throughout the growing season.

The health of the city and surrounding country will compare favorably with other localities throughout the country; indeed, is vastly superior to many regarding themselves as healthy—a recent report here showing a mortality of only 9.91 per thousand of white population.

Don't you think, Mr. Homeseeker and Mr. Investor, that it is worth your while to come and "look over" this great and coming state?

Lots of good people are coming our way, and have been for some time, and they are delighted with the splendid opportunities they find here.

A CORDIAL WELCOME AWAITS YOU.

For further information address the Jackson Board of Trade, Jackson, Mississippi.



Court House



*Jackson
Miss.*

Public Library



Federal Building



Jackson the Future Metropolis of the South

By W. P. Bridges

Chairman Industrial Committee, Jackson's Young Men's Business Club

JACKSON, MISSISSIPPI, has enjoyed the most remarkable growth of any city in the South in the past fifteen years. Springing from a town of 7,000 population in 1900 to a progressive city of 30,000 at present does not mean that she has had a mushroom growth which is destined to collapse. Her growth has been steady and substantial, despite business depression and an epoch of necessary transformation from the old South of cotton fame alone, to the new South of modern ideas and cosmopolitan interests.

Jackson is essentially an agricultural city.

of these is her unsurpassed railroad facilities and the co-operation of the broad-minded and progressive men at the head of these various railroads. It is largely due to the railroad that we have received the favorable attention of the business men and farmers of the North. It is due to their interest and co-operation that we are now able to produce two crops where we previously produced only one, and to them we owe the credit for being able to market quickly and profitably various products of our farms and manufactories.

The next most important agency in our



She is situated in the midst of an agricultural section of unsurpassed fertility and adaptability to all kinds of diversified farming. Jackson is a city of the *future*, not the past. We have just discovered in the past four or five years what our soil is capable of doing. We have just begun to realize the opportunities which we have for development, and the greatest beauty is that the opportunities here are still open to the young man—the man with progressive ideas, willingness to work, and small capital. The opportunities are still open here which are closed in the more highly developed and thickly settled sections where the prices of land have gone beyond the reach of the man of small means.

Jackson's growth is due primarily to three agencies; the first and the most important

development and the one which promises the most for the future is the naturally productive soil of our surrounding territory. It is this that has enabled us to produce the best cattle in the world, the most corn per acre in the world, and affords the best grazing land in the world.

The third most important agency is the climate. The abundant rain fall and long growing season have enabled us to produce two or three crops a year where a colder climate would produce only one. The climate also recommends this section to the home-seeker as a most pleasant place to live.

Due to the co-operation of the progressive business men of Jackson, of the Federal agricultural experts, and of the Railroad Agricultural Department, our farmers have



*Beautiful
Homes
Jackson Miss*



been and are being educated to their real possibilities. They are beginning to realize now as never before that diversified farming pays, and that the business men of Jackson have their interest at heart, and that it is only through their prosperity that the city man can prosper.

Instead of raising cotton alone and having to buy our meat and bread out of the State we now produce practically everything necessary for home consumption, and the money we derive from cotton is merely a surplus. The raising of stock is only in its infancy, and every day we hear of waste lands being turned into profitable stock farms and ranches. So much for Jackson agriculture. We will now turn to Jackson proper and her opportunities for the business man and her industrial needs.

Jackson offers unsurpassed advantages as a place to live. We have the purest water of any town in the South and in quantities sufficient for a city of 100,000. All of Jackson's principal residence and business streets are paved. Her school facilities are unsurpassed. Jackson has one central high school and five up-to-date grammar schools now in operation, with another up-to-date grammar school now in the course of construction. She has in Millsaps College one of the best and most modern colleges for boys to be found anywhere. For girls, the same applies to Belhaven College. These improvements we have mentioned are already built and paid for, thus making high taxation for city improvements unnecessary. Jackson has over one hundred and twenty-five miles of fine gravel roads radiating in every direction, all of which have been built in the past five years. With the present road building enthusiasm we expect to have every road in this and adjoining counties graveled within the next two or three years.

Industrially, we yet have many opportunities for new business. With the fine quality of our brick and tile clay, the natural gravel found in abundant quantities in and around Jackson, this place offers an unsurpassed opportunity for a large manufacturer of concrete, brick and other building material.

With the timber near at hand and excellent railroad facilities, Jackson offers advantages hard to equal for a manufacturer of furniture or vehicles.

Jackson's location makes it an excellent distributing point for any product used in any section of the South. This fact is shown by the fact that we have the main offices of the Standard Oil Company for this section of the South. The Dupont Powder Company and other eastern manufacturing concerns have recently located distributing agencies near Jackson.

The wonderful increase in grain production in this section would make a grain elevator located in Jackson very profitable.

The rapidly increasing live stock industry makes a good opening for a stock yard or branch packing house of some of the larger meat packing concerns.

Jackson's rapidly growing industrial importance is attracting the attention of the various manufacturers of the North and the East and it promises to become an early rival with Atlanta and Birmingham.

Important to Jackson's growth is the fact that the young men of Jackson and the Jackson vicinity are alive to the fact that it is on them that the future Jackson depends. This fact is demonstrated by the recent organization of nearly one thousand of Jackson's young live wires into the Jackson Young Men's Business Club, the first organization of this nature in the South and the second in the United States. They are not just organized to talk and argue, as is the tendency with most organizations of young men, but they are organized to do something for Jackson. The earnestness of these young men who are to be the future heads of business in the city is demonstrated by the works which they have already accomplished.

The motto of this organization is "let us try," and nothing is too large nor too small to be undertaken, if it tends to the betterment of the future of the city of Jackson.



MERCANTILE LUMBER COMPANY

State Highway Department Urged for Mississippi

By J. D. Morrison

President Mississippi Highway Association in Manufacturers Record

(Realizing the economic advantages of good roads and their great influence upon the broadest possible development of Mississippi, Mr. Morrison has devoted a large portion of his time to this important subject. He is continually delivering addresses in all parts of the state to impress upon the people the great need of modernly-built roads and the desirability of the legislature creating a State Highway Department.)

The people of the State of Mississippi have joined in the clamor with all other states for the improvement of country roads. The county supervisors are swamped by the demand for improvement of roads in their respective counties. The Mississippi laws are inadequate to meet these increasing requirements for building substantial and economical roads. The people generally are thoroughly aroused to the value of them. Every department of industry is talking and preaching good roads and how to improve them most economically. Bankers, merchants, lawyers, doctors, the school and the church all have had a voice in influencing the revision of laws with reference to the building and maintenance of public highways. Mississippi has passed the primary department in the education of the benefits of good roads, and the man who takes time to argue whether or not good roads pay is left on the wayside by the thronging masses who are rushing by to gain economic information as to the construction of them.

Mississippi has spent for improvement of good roads by bond issue in the last few years over \$11,000,000, and the land through which these good roads have been built have doubled and trebled in value, and their neighbors who have no good roads are

now demanding them. As a strictly agricultural state, Mississippi has had a sudden awakening in which she sees her greatest wealth lies in her agricultural product and a cheap and efficient transportation for them and her people, and our next legislature will undoubtedly reconstruct all of the laws governing the state highways.

The wealth of our nation is in its farm crops, which must be transported to the con-



A COUNTRY ROAD

sumer. For the present year there is estimated by the National Government that the value of this year's crop is \$5,500,000,000. With this great wealth wrapped up in a tonnage of products in the field, what can a sane legislature or country do but improve the transportation facilities for moving it?

It is estimated that where one person rides on steamships and railroads, ten ride on the country roads, and 90 per cent of rail and water traffic originates in the country and is first transported over country roads, yet until a very few years ago the improvement and development of country roads had gained but little notice and attention from either county, state or federal departments, and conditions grew from bad to worse for the country people, and the great influx and flow of the tide of immigration from the country was to the towns and cities seeking to better their condition. This resulted in a nation-wide depopulation of the country and reduction of farm products. Then followed the sharp and quick advance in food and clothing, which sent sky-high the "cost of living"; then the great army of economists began to figure out the cause of this high cost of living, and the vast volume of their philosophy and figures of their statisticians reduced to its simple analysis showed that good highly improved country roads are the key that will draw back from the cities to the country the productive power which was lost by the bad condition of country life and poor roads.

So strong and potent has been the factor of good roads in controlling the cost of living in the United States that within the last few years all of the states of the Union, except seven, through their legislatures have created a highway department to supervise and economically and wisely build and expand their country roads. Mississippi is one of the seven states that has no highway department, and the Mississippi Highway Association has undertaken to make a campaign that

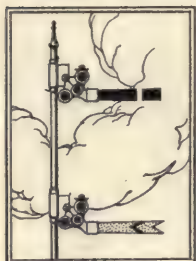


SAME ROAD AFTER THE APPLICATION OF GRAVEL

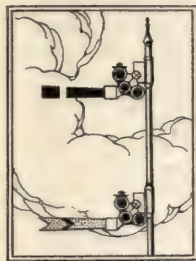
our next legislature will pass such laws governing the construction and maintenance of our highways that there will be a complete reorganization of this department. It is a well proven fact that the \$11,000,000 spent for building good roads in the State of Mississippi in the last four or five years has been more or less in a haphazard and experimental way, and that the time has come when experimenting with other people's money should promptly and vigorously be discontinued, because experimental work is always expensive. The campaign and fight that the Mississippi Highway Association is making we believe will appeal to all patriotic and business people.



SAFETY FIRST



**COURTESY
AND
EFFICIENT
SERVICE
ALWAYS**



“Safety First” Suggestions for Maintenance of Way Employees

Track men, in the performance of their duty, must make their track safe; provide for proper protection when track is obstructed, and use caution signals where reduced speed is required.

Take no chances!

Drill your men in handling tools, hand and other service cars—not only once, but often.

DON'T Run hand or motor cars over public road crossings without slowing down, prepared to stop.

DON'T Run hand or motor cars after night, except when necessary on company business, and then provide lamps, according to Book of Rules.

DON'T Allow anyone to get on front of hand or push car while it is in motion.

DON'T Leave ties or other obstruction near the track which someone may fall over.

DON'T Run hand cars without having an experienced man in charge of each car.

DON'T Run hand cars closer together than provided by Book of Rules.

DON'T Carry tools or any other articles likely to fall off on front end of hand car.

DON'T Run a hand car without having a man looking in both directions.

- DON'T** Get under cars on siding when seeking shelter from rain.
- DON'T** Stand on track of double track when train is passing on the other.
- DON'T** Fail to flag properly when track is obstructed.
- DON'T** Use inexperienced men as flagmen.
- DON'T** Forget to see that caution flags are properly displayed when track is not safe for usual speed.
- DON'T** Fail to caution men when unloading rail or working around machinery, about being careful in taking care of themselves.
- DON'T** Forget to look over your tools and see that same are in a safe condition for work.
- DON'T** Attempt to couple or uncouple cars, let the Trainmen do it.
- DON'T** Attempt to get on cars, work trains or pile drivers while they are in motion.
- DON'T** Stand with your back away from bridge when pulling out side spikes on a bridge.
- DON'T** Cut off head of rivet or bolt without seeing that there is no one around likely to be struck by it.
- DON'T** Give signals when in charge of work train; let the Conductor do it.
- DON'T** Drop load of a jack on bridge without knowing that all men are in a safe place.
- DON'T** Use old lines in handling loads on bridges.
- DON'T** Work with any tool that you think is unsafe; call the Foreman's attention to it.



Passenger Traffic Department

Little Talks with the Rambler



Service Notes of Interest

About a Golf Tournament

I WAS much interested recently when riding in the coach of one of our western line's trains at an exhibition of what I put down as "exalted egotism" on the part of one of the passengers. He was undoubtedly a good natured fellow, and really meant no harm, but he carried with him in all his movements an aggressive air that seemed to challenge any possible thought on the part of those with whom he came in contact that he was not at least "a considerable sort of a fellow." He quickly fell into conversation with anyone in his immediate vicinity who would talk with him, and in anything he had to say it was done in a loud voice for the edification of those about him. He evidently became a bit tiresome, for I soon noticed that no one seemed particularly anxious to keep up any extended talk with him and answered him in monosyllables. This he evidently noticed, too, so he finally contented himself with settling down and beginning to read a newspaper. Even then, however, he rather insisted on making his presence known by occasionally leaning over and commenting, to the gentleman sitting in the seat in front of him, on

some item that he had found in the columns of his paper. But even then he was so nearly squelched by inattention that when the conductor, who had previously taken up the tickets, came into the car and was walking through intent on some business at hand, he was evidently delighted at having a prospective new victim with whom to talk. He stopped the conductor, therefore, saying with a good natured laugh and salutation, but in a voice loud enough to be heard all over the car, "Say, Cap, what station do I want to get off at to see this town?" and he hastily read in a loud voice from his paper a short story to the effect that a passenger on purchasing a railroad ticket asked the agent if he could stop over on it at a certain station and the agent's reply was, "Well, this ticket is only good for so many hours and there's no other train leaving there until after it expires. Before that time you will kick yourself because you did not keep on going." The conductor slightly smiled in a weary sort of a way and said as he started off down the aisle, "I fear you have made a mistake in your train if that is what you want. We have no



GOLF TOURNAMENT AT MEMPHIS

1, 2, 3, 5, 6, 7, 8—Players in Action; 4—Getting the Persimmons.

such station on this road." A little later I followed the conductor into the baggage car and chatted with him between stations, for I had a semi-professional acquaintance with him. I mentioned the little incident that has been related and asked him if he had many such passengers. "Well, not so many," he answered, "there are, however, very often some who like to have people know that they are aboard the train. But few of them are as demonstrative or persistent as this fellow. I felt like telling him that he would probably feel more at home in 'Buggville.' The fact of the matter is, it was on the tip of my tongue to give him some such an answer, and I think I would have done so but for the slogan 'Courtesy Always.' However," he added laughingly, "he wasn't so worse. He at least had the decency not to hold me up until I had my tickets taken. Just the same, I wish I had the Rambler's gift of turning a little thing like that back on the perpetrator, and in a way that makes the latter rather enjoy it himself." "Then you know the Rambler?" I said. "That makes me think, I haven't seen him myself for nearly two weeks. I must look him up when I get back." "I think he has been away," said the conductor, "in fact, I know he has, as I saw him last week, and he told me he had been down to Memphis. To a golf tournament, I think he said he went." "Golf tournament?" I thought to myself. "I heard nothing about that. Suppose he was looking after some business in connection with it, but I don't remember him mentioning it. I know, however, that sometimes when a circus breaks up for the season there is oftentimes quite a movement from that vicinity."

Of course, I immediately dismissed the matter from my mind as an incident of no particular interest to myself, and, probably much to my own discredit, forgot even the Rambler for several days after. One evening, however, finding nothing of special interest to occupy my mind in the home, it occurred to me to drop in on the

Rambler at his apartments, and so I telephoned to see if he was in. On receiving a hearty response in the affirmative, with the suggestion that he had a fresh box of cigars that he would open if I would come over, a short time afterwards found me at his door. On the way to him it occurred to me that at the last time I had seen him we had made a sort of a tentative agreement that we would go to church together on the morning of Sunday, November 7th, and I remembered that when the time came he could not be found. So, on arriving, after exchanging greetings I rallied him a bit on the matter, saying that while I presumed it was too much for me to really expect of him that he would actually go to church even on my invitation, it might be in order for him to invent his excuse for giving me the slip, if he had not already framed it up. "O," he said laughing, "to be honest, I had forgotten all about it. But I could not have gone anyway, as I was in Memphis that day. However, I was at a meeting just the same." "Yes," I remarked, "I see your little joke, remembering as I do that with your New England ancestors 'church' and 'meeting' were practically synonymous, but I will wager you a new hat that you were not at a church in Memphis." "Well, no," he said, "I will have to admit that I wasn't; still I was in a pretty good place. Where the birds sang praises all day, and where the sun shone bright and the breezes wafted gently through the trees and over the open, all of which, together with the beauties of the landscape, combined to fill one with reverence." "No doubt," I laughingly replied, "you seem to have a faculty for getting all that is good out of life, but if you don't mind, why not tell me something more about this elysium, and how you came to be there?" "Why, certainly," was the immediate answer, "here's the whole thing in a nutshell," and taking an envelope from a letter drawer in his library table he tossed it to me. The contents of the envelope I found to be as follows:

9



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12



GOLF TOURNAMENT AT MEMPHIS

9. W. L. Park, V. P. 10. W. H. Brill, A. G. P. A. 11. S. G. Hatch, P. T. M. 12. G. H. Bower, G. P. A. 13. J. V. Lanigan, A. G. P. A. 14. H. L. Anderson, of the Illinois Central Magazine. 15. A Mite of a Caddy.

You are cordially invited to participate
in a
GOLF TOURNAMENT
to be given at the
MEMPHIS COUNTRY CLUB,
Memphis, Tenn.,
SATURDAY AND SUNDAY, NOV. 6 AND
7, 1915,
for the members of the
"Official Family"
of the
ILLINOIS CENTRAL
and
YAZOO AND MISSISSIPPI VALLEY
RAILROADS.

Suitable handicaps will be assigned to all players, and the event will be conducted according to the program shown within.

The favor of an early response is requested in order that the necessary arrangements may be made for your entertainment; responses to be addressed to Mr. Bower.

G. H. Bower. V. D. Fort. J. L. Sheppard.
C. N. Burch. Jos. Hattendorf. E. W. Sprague.
A. H. Egan. Dr. J. L. Minor.
T. A. Evans. J. J. Pelley.

Memphis, October 31, 1915.

Accompanying this invitation was also the following from the Memphis Country Club:

The
MEMPHIS COUNTRY CLUB

A number of our members having arranged for a tournament to be participated in by the officers of the Illinois Central and Yazoo & Mississippi Valley Railroads, the privileges of the Memphis Country Club are tendered for this event for Saturday, November Sixth, and Sunday, November Seventh, Nineteen Hundred and Fifteen.

You are cordially invited to attend.
Memphis, Tennessee,
October 30, 1915.

I laughed as I read these, remembering my thought, on the conductor's telling me that the Rambler had been to a golf tournament, that he was probably there for the purpose of soliciting business. In explaining the occasion of my mirth to him, the Rambler answered, "Well, it was business in a way. You see there were thirty odd of us there at one time and another; some of course, slipping in for a few hours and some leaving at the end of the first day, while others arrived on the second day. The feature, however, that made the occasion in a way more

than a mere congregation of people at play, was the representative character of those who formed the party. It was cosmopolitan and democratic in the extreme. In it the executive department was represented by the vice-president in charge of operation and by the assistant secretary; general and division superintendents and others were there from the operating department; passenger traffic was represented by the passenger traffic manager, one of the general passenger agents and the two assistant general passenger agents, and freight traffic by the assistant freight traffic manager and assistant general freight agent and others; the hospital department by the chief surgeon, and law, telegraph, claim, general agents, purchasing and accounting officers were also in evidence; and possibly others, although I think I have covered the general list. They came from all sections of the system; from the South, Southeast, East and the North. Those from the latter left Chicago on No. 3 Friday night, and, having a car to themselves, the evening was spent en route very busily in talking golf; the handicap problem being a matter of much banter, quiet investigation and good natured argument. In fact," laughed the Rambler, "if you had ever been in the State of Maine in the olden days and heard the natives at the grocery stores and around the hotel fires in winter talk horse, you would have been surprised to hear how these golfers could discount them with golf talk. That great game was practically all that was talked of on the round trip and during our stay at Memphis, and do know," he added reflectively, "for the entire two days while we were at the country club I never saw a busier set of men, and always at golf." "Just so," I suggested dryly, "but how does that fact fit in with your previous statement to the effect that in a way it was railroad business that took you to Memphis?" "Oh," was the quick response, "in reality it was also a sort of 'get acquainted trip' among ourselves. I have outlined the different



GOLF TOURNAMENT AT MEMPHIS
The Country Club House and Grounds. Rear of the Club House, adjoining which is the First and Tenth Tee, Shown in Heading.

departments that were thus together, and who can doubt but that such a holiday, or week-end taken at the expense of but a half day from the regular routine, is not calculated to bring from those participating better business results for the railroad in the long run? This in increased physical and mental vitality and in the friendly acquaintance thus created between the various officials. It cannot fail, I think, to be productive of more efficiency in transacting the various little interwoven items of business that constantly arise between them." "I think that is true," I said, "but how about the golf itself?" "Well," said the Rambler brightening up, "that was surely interesting. It's a manly game all right. But first let me tell you about the country club, whose guests we were, and where most of us remained Saturday night. The club house itself is a beautiful structure, and by the way, here are some pictures of it.

"No," he added, "Snap Shot Bill was not there, but *his* kodak is not the only one is existence, as you will see from these prints showing the players in action." The Rambler waited before continuing his story for me to glance through the photographs, which I found quite interesting, particularly as he made comments as to many of them as I turned them over. "This gentleman in the ditch," he remarked, "seems to be in trouble, notwithstanding which he took one of the prizes. It illustrates a truism, I suppose, that the greater victory in all lines of endeavor is to the one who overcomes obstacles to achieve it. That which comes too easy is not apt to amount to much. Yes," he said to an inquiry of mine, "this one shows which gentleman 'got the persimmons.'

"But to go back to the country club," he resumed. "It is beautifully located, as you have seen by the pictures, with a surrounding grove of noble trees. The latter were resplendent in autumn colors, although the flower beds about the house were still in luxuriant bloom. The golf course is,

from a landscape point of view, extremely attractive and, with eighteen holes, has a total length of 6,249 yards, divided as follows:

| Hole | Yards | Bogey | Par |
|------|-------|-------|-----|
| 1 | 231 | 4 | 4 |
| 2 | 396 | 5 | 4 |
| 3 | 182 | 4 | 3 |
| 4 | 528 | 6 | 5 |
| 5 | 254 | 4 | 4 |
| 6 | 437 | 5 | 5 |
| 7 | 288 | 4 | 4 |
| 8 | 388 | 5 | 4 |
| 9 | 318 | 4 | 4 |
| Out | 3,022 | 41 | 37 |

| Hole | Yards | Bogey | Par |
|------|-------|-------|-----|
| 10 | 271 | 4 | 4 |
| 11 | 504 | 6 | 5 |
| 12 | 312 | 4 | 4 |
| 13 | 376 | 5 | 4 |
| 14 | 370 | 5 | 4 |
| 15 | 506 | 6 | 5 |
| 16 | 169 | 3 | 3 |
| 17 | 409 | 5 | 4 |
| 18 | 310 | 4 | 4 |
| In | 3,227 | 42 | 37 |

Total yards6,249

Total bogey for eighteen holes..... 83

"You will find the program of the tournament there on the invitation," he suggested, in response to which I was interested in reading the following:

PROGRAM

Saturday

Competition in the forenoon, starting at ten o'clock, lowest net score for eighteen holes. Prize to the winner.

Competition in the forenoon for lowest gross score, eighteen holes. Prize to the winner.

Competitors to be eligible for only one of these prizes.

Competition during same round between teams to be made up by equal division of all players, the two sides to be chosen by lot, and the winning team to be the one with the lowest score made up by adding together the individual scores and deducting individual handicaps. The losing team to pay for the dinner for both teams.

The afternoon to be devoted to such additional golf or other recreation as may best suit the pleasure of the participants.

Dinner at six-thirty p. m.

Sunday

Foursomes with such competition as may be arranged by the players.

"Well, to make a long story as short as possible," the Rambler resumed as

he opened his fresh box of cigars and passed it to me, "the tournament proper was on Saturday morning only, and consisted of playing the eighteen holes by the party, divided into two divisions, the Illinois Central team and the Yazoo & Mississippi Valley team, the losing team to pay for the evening's dinner. The first foursome started on the first nine holes and the second foursome on the second nine holes, this alternating process being continued until all foursomes were in play; each foursome keeping a separate score card for each nine holes, which cards were turned over in due course to the proper official for record. You may be interested to see the result," he concluded as he dove into his coat pocket and among a mass of papers pulled out the following official record sheet:

ILLINOIS CENTRAL
and
YAZOO & MISSISSIPPI VALLEY TOUR-
NAMENT.

Memphis, November 6, 1915

Illinois Central Team

| Player | Gross First Nine | Gross Second Nine | Total Gross | Total Net |
|----------------|------------------------|-------------------------|----------------|--------------|
| Mayes | 66 | 70 | 136 | 110 |
| Stovall | 49 | 50 | 99 | 81 |
| Beck | 54 | 54 | 108 | 77 |
| Metz | 49 | 52 | 101 | 78 |
| Dartt | 71 | 67 | 138 | 107 |
| Park | 60 | 53 | 113 | 92 |
| Wilbur | 66 | 63 | 129 | 98 |
| Beum | 48 | 47 | 95 | 77 |
| Anderson | 64 | 58 | 122 | 91 |
| Fort | 50 | 54 | 104 | 79 |
| Burch | 48 | 53 | 101 | 77 |
| Sheppard | 54 | 57 | 111 | 80 |
| Pelley | 56 | 54 | 110 | 79 |
| Cherry | 54 | 57 | 111 | 80 |
| Bower | 44 | 48 | 92 | 66 |
| Total | | | 1,272 | |

Y. & M. V. Team

| | | | | |
|---------------|----|----|-----|-----|
| Tarbet | 66 | 56 | 122 | 94 |
| Brill | 51 | 51 | 102 | 81 |
| Baldwin | 64 | 68 | 132 | 106 |
| Mann | 52 | 56 | 108 | 85 |
| Downs | 60 | 62 | 122 | 91 |
| Hull | 54 | 59 | 113 | 88 |
| Dowdall | 47 | 48 | 95 | 77 |
| Cox | 52 | 58 | 110 | 85 |
| Gibbons | 64 | 62 | 126 | 95 |
| Foster | 49 | 51 | 100 | 80 |
| Hatch | 53 | 51 | 104 | 86 |
| Lanigan | 67 | 56 | 123 | 98 |

| | | | | |
|---------------|----|----|------|----|
| Egan | 55 | 51 | 106 | 81 |
| Minor | 54 | 49 | 103 | 77 |
| Sprague | 56 | 55 | 111 | 83 |
| Total | | | 1312 | |

Y. & M. V. team lost the dinners.

Dr. Dowdall won low gross prize.

Mr. Beck won the low net prize.

"You will note," resumed the Rambler, "that both the lowest gross and lowest net score was made by the same person, but he being a Memphis man was not eligible to a prize. So the prizes reverted to the next lowest and you will further note that two were tied for the lowest gross, which was played over the next morning with the result shown on the record. The prize for the lowest net was a dozen golf balls and for the lowest gross, a golf bag."

"See here," I said, "I notice that the Y. & M. V. team lost the dinner. How about that dinner?" "Oh, yes," was the laughing reply, "I almost forgot that, and yet it was one of the most entertaining features of the occasion. Thirty-three of us gathered at 6:30 p. m. about a large round table, beautifully decorated with dwarf chrysanthemums. It was a fine dinner in every respect as to viands, but the best of it all was its aftermath. Genially presided over by the assistant freight traffic manager who was with us, it was then that the speech making began. At first it was probably the thought to hear only from the orators and greater luminaries, but so terse and in such happy vein was the beginning that before we got through, at about nine o'clock, each one at the table had been called upon for a few remarks. The great virtue of the speeches in all cases was their heartiness and brevity. That dinner was certainly a perfect success from beginning to end; and, I might add," he said reflectively, "in a way it was rather impressive. It was the only time that we were together as a whole, and as one looked about the table a feeling of pride must have entered the minds of each at the appearance of the individual forcefulness that characterized the ensemble. Sharp, clean-cut appearing men, all of them;

each a unit in our great machine who in his own peculiar line makes for its efficiency and power. One could not help being proud to be of such a family. So it is pleasant to recall that throughout the entire evening, and in fact, throughout the entire two days, the family spirit was predominant on every hand."

"Fine; Rambler, fine;" I said, "you express my sentiments to a nicety. Unfortunately I knew nothing of this particular gathering, and possibly did not belong in it, as I am not a golf player. But, by the way," I said as the thought occurred to me, "where particularly does passenger traffic enter distinctively into a matter of this kind?" "It was all passenger traffic," was the quick reply, immediately modified by "it was all freight traffic, it was all operative, it was all accounting, and so on along the line of the various departments. Which means," he hastened to add, "that, as we had it in a speech from our highest official present at the supper, all of those units blend into one and there are not, and should not be, any separate divisions as far as our ultimate aims and harmony of working together is concerned. Hence,

you see, it is just as legitimate for me to talk on this subject from passenger traffic point of view as it would be for any other of the departments to discuss the matter on a basis of their departments." "I see," I remarked, "and I guess there is no question as to the wisdom of that point of view. What train did you return on? I suppose the party that you were with, having devoted two strenuous days to playing golf, dropped the subject of golf on the home-coming trip out of pure exhaustion and ennui?" "O, ho;" laughed the Rambler, "we left Memphis on No. 134, reaching Chicago on No. 10 Monday, but if you imagine that golf was dropped as a subject en route home, you have another guess coming. It was nothing but post-mortems all the way back."

"By the way, Rambler," I remarked as I started for my coat preparatory to leaving, "I never heard before that you played golf." "I don't," was the laconic response. "Then what the mischief were you there for?" I asked. "To be converted," was the naive reply as I, putting on my hat, bade him good-night.



GOLF TOURNAMENT AT MEMPHIS
Early Morning Breakfast in the Grill Room of the Club House

Service Notes of Interest

Important and radical changes in train schedules will take place on the western lines, effective December 19, the main features of which will be as follows; subject to possible minor corrections. Full particulars will be duly announced in circular and other form:

Trains Nos. 27 and 28, now running between Chicago and Waterloo, will be extended to run between Chicago and Fort Dodge, leaving Chicago at 8:00 a. m., and leaving Fort Dodge at 6:20 a. m.

New trains, "the Clippers," Nos. 33 and 34, will be scheduled to run between Dubuque and Waterloo; train No. 33 to leave Dubuque at 4:10 p. m. and train No. 34 to leave Waterloo at 7:00 a. m. Trains Nos. 35 and 36, now operating between Waterloo and Fort Dodge, will be annulled.

Train No. 633, now operating between Fort Dodge and Cherokee, will be extended to run between Fort Dodge and Sioux City.

Train No. 16, now running between Sioux City and Chicago will be discontinued between Sioux City and Fort Dodge. In lieu, train No. 634 will be scheduled to run between Sioux City and Fort Dodge, on about the present time of No. 16 between those points. East of Fort Dodge No. 16 will be rescheduled to leave Fort Dodge at 10:00 a. m.

Train No. 614, which will be a new train between Sioux City and Fort Dodge, will be scheduled to leave Sioux City at 10:00 a. m., connecting for Chicago with train No. 14 at Fort Dodge. Train No. 716, Sioux Falls to Cherokee, formerly connecting with train No. 16, will be changed to train No. 714 and leave Sioux Falls at 8:00 a. m., connecting at Cherokee for Chicago with train No. 614 to Fort Dodge and train No. 14 beyond.

Train No. 531, between Waterloo and Albert Lea, will be changed to train No.

527 and change time to connect with train No. 27 from Chicago. Train No. 532, between Albert Lea and Waterloo, will be changed to train No. 528, and, while it will have no change in schedule, it will make connection with train No. 28 for Chicago.

Train No. 31, between Chicago and Freeport, will leave Chicago at 1:40 p. m.

There will be minor changes on Cedar Rapids branch to make connection with main line trains, and radical changes will be made on the Madison and Dodgeville branches, the last consisting, in brief, of all main line connections with the Dodgeville branch being made at Red Oak instead of at Freeport, the inauguration of new trains between Red Oak and Dodgeville, the elimination of the carrying of passengers on mixed trains Nos. 353 and 362, and other minor changes in schedule. Train No. 132, between Clinton and Freeport, will be changed to leave Clinton at 5:15 a. m. instead of at 5:30 a. m.

The following specific information in regard to the Great Northern Pacific Steamship Company's Hawaiian service is given herewith to supplement a paragraph on the same subject in last month's "Service Notes of Interest." Sailings (subject to change without notice) from San Francisco for Hilo (where passengers are afforded an opportunity to see the volcano, Kilauea), and Honolulu, will be at 4:00 p. m. on December 16th, January 5th, January 25th, and February 14th; the sailings from Los Angeles being one day later in all cases, with further sailings approximately every twenty days, to be announced. The return, which is made direct from Honolulu to San Francisco, is on the following days, from Honolulu: December 26th, January 15th, February 4th, and February 26th.

In this connection it may be of value for agents to be in position to cite the

I.C. Passenger Station



I.C. Freight Depôt



Jackson Miss.

following bits of information from the Union Pacific Bulletin relative to the volcano Kilauea of Hawaii:

"There is no sight in the world to equal the volcano of Kilauea—the immense crater being a seething, bubbling, unfathomable lake of liquid fire, flowing in a constant stream. At night, the view is indescribable. One's most vivid conception of the infernal region pales into insignificance at this overpowering spectacle. Kilauea is of easy access from Honolulu. An automobile road leads to the edge of the crater.

"An auto road 240 miles long encircles the Island of Hawaii and is becoming increasingly popular with tourists. The circuit occupies about two days, through marvelous tropical scenery. Excellent hotel accommodations are provided at proper points en route."

Incidentally, it might be added that the steamship company announces that the entire cost of the side trip to the volcano from Hilo, which is optional, will not exceed \$10.

It will be recalled that in the "Service Notes of Interest" for September of the present year an interesting item was cited in regard to the early opposition to railroads, in which connection the following clipping from Railway and Locomotive Engineering will be of supplementary interest:

"In 1828 the school board of Lancaster, Ohio, refused to permit the school house to be used for the discussion of the question as to whether railroads were practical or not, and the matter was recently called to mind by an old document that reads in part as follows:

"'You are welcome to use the school house to debate all proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the Word of God about them. If God has designed that his intelligent creatures should travel at the frightful speed of fifteen miles an hour, by steam, He would have clearly foretold through His holy prophets. It is a device of Satan to lead immortal souls down to hell.'"

The following letter, in regard to the annual Mid-Winter Vacation Party which has been sent to passenger department representatives as a preliminary announcement is also of interest to agents as a matter of general information, in order that they may be in position to take advantage of any advance interest that may become manifest in it on the part of patrons at their station.

"Tuesday, March 7th, 1916, will be Mardi-Gras Day, and the usual Mardi-Gras festivities will be held in New Orleans on that date, details of which will be announced in literature now in course of preparation.

The third annual "Mid-Winter Vacation" to Mardi-Gras will be operated upon substantially the same plan as heretofore, special train to leave Chicago Saturday morning, March 4th, returning to Chicago Friday noon, March 10th. Complete information will be furnished as soon as details are arranged.

Fares to New Orleans for Mardi-Gras and charges for the "Mid-Winter Vacation" party will be approximately as in effect for this occasion last year.

The following "suggestions" are from the "Rio Grande Service Gazette": Spend money if you must, but earn it first. Take a chance if necessary. If you win with a chance, this will probably be the worst thing that can happen to you. You will probably try then to win without work. And then you will fail, you bet your boots. Remain sober. Get rich slowly. Keep away from failures. Keep your engagements. Promise little and perform a lot. Be enthusiastic over what you are doing, and keep on doing it.

The Business Men's Racing Association of New Orleans has officially announced 57 racing days in that city during the present winter season. The races will start January 1st, 1916, and there will be six of them daily. From this it will be noted that these races are to be a feature of the New Orleans Mardi-Gras season, Mardi-Gras Day for 1916 falling on March 7th.

Attention is called to the fact that by

change of train No. 22 of the New Orleans division, Y. & M. V., to leave New Orleans at 7:00 a. m. instead of 7:15 a. m., and arrives at Vicksburg at 4:45 p. m., there is now thirty minutes' time at Vicksburg for connection with the Queen & Crescent route train No. 11 for Monroe, Shreveport and intermediate stations, the latter train leaving at 5:15 p. m.

On account of traffic moving to and from Mexico via Eagle Pass, Tex., the run of the through Chicago-San Antonio sleeping car operated in trains Nos. 1 and 2 was extended to Eagle Pass, effective with train No. 1 from Chicago, December 2. It is operated in Illinois Central trains Nos. 1 and 2 between Chicago and New Orleans, Southern Pacific Lines trains Nos. 7 and 10 between New Orleans and Spofford, and trains Nos. 225 and 226 between Spofford and Eagle Pass.

The Twenty-seventh Consecutive Tournament of Roses at Pasadena, California, will be celebrated on January 1st, 1916. A parade in the morning, to consist of hundreds of entries decorated with natural flowers only, and an inter-sectional football game in the afternoon, will be the principal features of the occasion. No advertisements of any character are allowed in the parade, and the football game is to be between two of the most prominent state universities,

The M. K. & T. announces the inauguration on December 5th of a new fast

"Katy" train, to be known as the "Katy Special," between St. Louis, Kansas City, San Antonio and other Texas points, leaving St. Louis daily at 6:30 p. m. This new, fast steel train is train No. 7, and is in addition to the "Katy Flyer" and "Katy Limited."

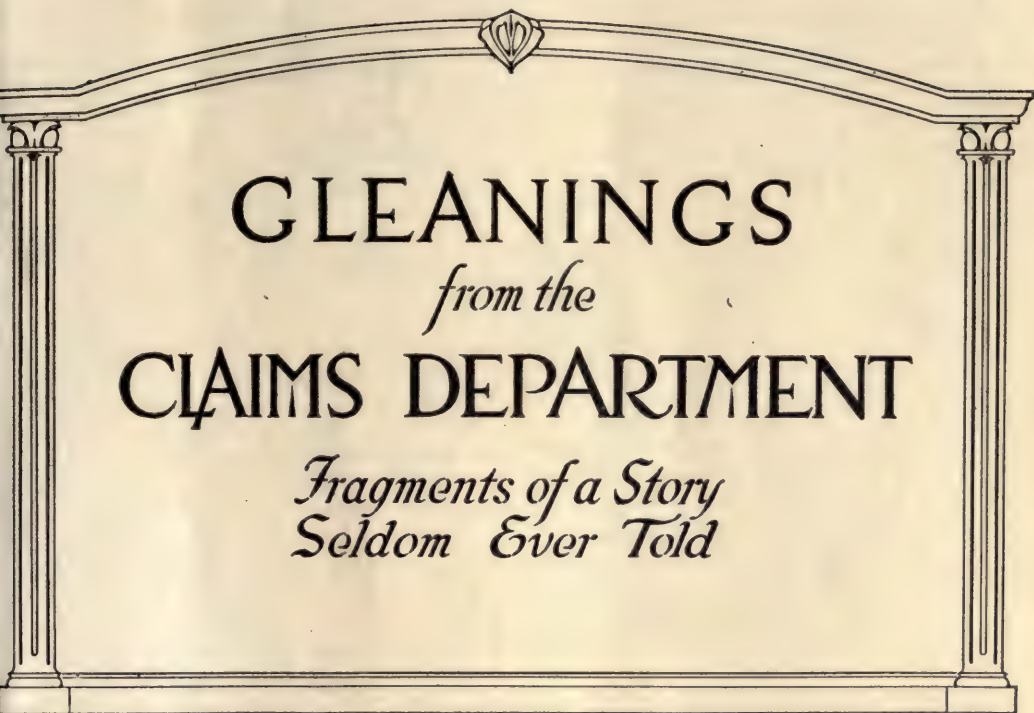
The origin of the Overland Route is thus given by the Union Pacific monthly bulletin: "The route of the Union Pacific from Omaha was made by the buffalo, next used by the Indian, then by the fur traders, next by the Mormons, and then by the overland immigrants to California and Oregon."

The Chicago-San Antonio through sleeping car via St. Louis, operated in Illinois Central trains Nos. 17 and 18 between Chicago and St. Louis, and Missouri, Kansas & Texas trains Nos. 9 and 10 between St. Louis and San Antonio, has been discontinued.

The St. Louis, Iron Mountain & Southern announces important changes in time and train service, effective December 5th, among them being the departure of "The Sunshine Special," to leave St. Louis at 6:25 p. m. daily for San Antonio and other Texas points.

The Louisville-New Orleans sleeping car, operated in trains Nos. 101-1 and 2-102, has been extended to run through to Cincinnati in connection with B. & O. S. W. trains 15 and 14. This gives double daily sleeping car service between Cincinnati, Louisville and New Orleans.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

The Yuletide season should be a reasonably happy one for John Carton, freight handler, who was unfortunate enough to lose both legs while assisting in unloading a large fly wheel from a truck at South Water Street, Chicago, May 13, 1914.

John has enough money now, if properly invested, to take care of him as long as he lives, and he did not have to have it doled out to him at the end of a law suit. He got it direct from the Illinois Central Railroad Company.

John's injuries consist of loss of left leg above the knee and loss of right leg at the ankle. He is a Lithuanian, 24 years of age and single. He is above the average in intelligence and disposed to do the right thing if left free to follow his own inclinations.

Soon after John met with his great misfortune, representatives of that class of lawyers who make their living out of the misfortunes of others set upon him, and on the sixth day after the awful accident occurred, while he lay upon his

bed of suffering in the hospital, his terrible wounds still fresh, while he was weak in body and mind, he was induced to sign a contract, or a "death warrant," as it is commonly called, with a lawyer, agreeing to award to him one-third of any amount recovered from the railroad. The lawyer had sustained no injury himself and had never heard of John until after the accident. He had suffered no loss of any kind whatever, but was to profit to the extent of one-third of anything poor John might get from his employer.

John remained in the hospital until December 14th. The railroad company took every care of him which could have been accorded a man of means. Skilled surgeons and competent nurses did all that it was possible to do to relieve his suffering and to conserve his body and strength. When John had partially recovered, he was called upon by representatives of the Company for the purpose of discussing a compromise of the claim, but his mind had been thoroughly

Getting the job



The Accident



*In the hospital, 6 days later,
signing contract with his lawyer's agent.*



The Trial.



POOR JOHN CARTON'S
Unfortunate Experience Should Prove a Lesson to Others. But He Is Now as Happy as
Anyone Could Be in His Condition.

poisoned against his employers. He had been told to ask for damages excessive enough to make a compromise impossible.

John's most frequent callers while he was in the hospital were the smooth-tongued emissaries of his legal advisers. They had become most friendly and exceedingly attentive. When John left the hospital he was taken to his boarding house, where he was held practically a prisoner. His new made friends built a net work around him from which there was no escape. A stranger in a strange land, with both legs gone, unaccustomed to the ways of the world, with no real friends to protect him, he submitted to the inevitable. Those who induced him to sign the "death warrant" six days after his injury, while helpless in the hospital, came around frequently to cheer him by building air castles of the great fortune which awaited him. Their plan was to keep John's mind poisoned against the railroad company until there could be a trial of the law suit and a division of the spoils.

On Monday, October 25th, trial of the case was commenced in the Circuit Court of Cook County. It ended Sunday, October 31st, in a hung jury. One of the jurors did not think the railroad company was responsible and voted against giving anything. Another was in favor of awarding moderate damages. Ten were for heavy damages.

The accident which resulted in John's great misfortune was a simple one. Six men were rolling a big fly wheel, weighing forty-eight hundred pounds, off a truck, which swerved a little, causing the wheel to become unbalanced and topple over. The other five men got out of the way safely, but John was a little slow and was caught.

After the trial John was a wiser man. He realized that, perhaps, after all, the company was his best friend, and that he had been used as a tool for purposes of giving others a chance to speculate on his misfortune. It dawned upon him that he could not afford to take chances, that he had no case except his own to fall back upon, while his case was only one

of many which his lawyers had, or might have in the future. He could never have another. Unwittingly he had become involved in a struggle which meant life or death to him. He reasoned that a "bird in the hand was worth many in the bush" to a man in his condition; that what he needed was money and not glittering promises, which he could not realize on at the bank. His attitude was made known to the Claims Department, and while it is the settled policy of the department not to settle cases direct with those who employ lawyers, it was argued that this was an exceptional case. John had made a mis-step. Compromise could not be effected through his attorneys. They wanted a trial "on the shares." Then why not accord to John the same privilege he had before he was inveigled into signing the "death warrant?" Courts encourage compromises and frown upon those who obstruct them. The issue was decided in John's favor. A meeting was arranged, and now John Carton is as happy as any man could be in his physical condition. For him there will be no more trials, no more uncertainties, and he can, for the first time since his unfortunate accident pursue the even tenor of his way, unmolested by the ghouls who prey upon unfortunate cripples with possible claims against corporations. The experience of poor John Carton should prove a valuable lesson to other unfortunates.

THE RAINEY CASE

B. J. Rainey, freight breakman, was seriously injured at Midway, Ill., November 14, 1912, just a little more than three years ago. He fell from the top of a car and claimed that he was jerked off by rough handling of the engine by the engineer. The injuries consisted of fracture of right thigh, left hip dislocated and left foot amputated.

Rainey's case was sued on at St. Paul about two years ago and was tried last month. After having been on trial for ten days, the jury brought in a verdict for \$10,000.00. That sounds large, but after Rainey pays his lawyers and also pays the expense of the litigation, which

has been enormous, he will have left net to himself substantially less than he was offered by the company more than two years ago. However, his St. Paul lawyers will be ahead. They took the case "on the shares" and they will be in pocket the amount of their "share."

As a result of his injury, Rainey has been left quite badly deformed. After he went in with the St. Paul lawyers he refused to follow the advice of a man who has the reputation of being one of the greatest surgeons in the world, Dr. John B. Murphy, and his hip has never gotten well. It was believed that Rainey had been advised to the effect that if he were left in a pitiful condition that he would recover more money than he would get if he made a good recovery.

Rainey was greatly disappointed at the amount of the verdict and his lawyers also pretended to be disappointed. They had made Rainey believe he would get several times the amount of the verdict and, of course, they had to be consistent. As a matter of fact, they all ought to be delighted because they had a very narrow escape. Five of the jurors were opposed to giving anything and two of them never would sign the verdict. Jurors in Minnesota are getting very dubious about a man who leaves his home—the one place where he is best known—and travels hundreds of miles to Minnesota to sue a railroad. They are beginning to ask why this is so, and when one reflects over the matter he promptly sees the designing hand of the damage suit lawyer, and understands all about his activity and interest, but he is still very much at sea because of the ability of the damage suit lawyer to handle the cripple like clay in the potter's hand.

Commenting editorially on the trial of the Rainey case and the system for which Minnesota soliciting lawyers are responsible, of reaching out all over the country for damage suits to be tried in the courts of Minnesota, the St. Paul Dispatch of November 24th said:

"Much has been said and written about the unjust expense being heaped upon the taxpayers of Ramsey county through the activity of Minnesota's so-

liciting lawyers who send their emissaries into other states in search of damage suits to be filed and tried here. If there is the slightest doubt upon the part of any person that this thing is going on, or that it is costing the taxpayers of Ramsey county a lot of money, we direct attention to two foreign cases which were on trial all of last week and are still on trial. We refer to the personal injury damage suit for \$50,000 against the Chicago, Milwaukee & St. Paul Railway company, brought in from Iowa, in Judge Lewis' court, and the personal injury damage suit for \$60,000 against the Illinois Central, brought in from Illinois, in Judge Michael's court. It is a very simple problem in mathematics to show the costs of maintaining these two courts, and their necessary equipments, including the juries.

"To say that these plaintiffs came here on their own initiative is too nonsensical for foolishness. The courts in their home states were open to them and they had the same remedies there which they have here. There are able lawyers in Iowa and Illinois capable of looking after the interests of those having bona fide claims against the railroads of those states. The business that is "snatched" away from them and brought in here is benefiting a small coterie of soliciting lawyers and is damaging to everybody else, except the taxpayers of those states. They are not complaining. They are willing to have Minnesota relieve them of this burden, and it is a burden in the fullest sense the word implies.

"Our soliciting lawyers are a detriment to this county and this state, and a reproach to our decent lawyers, of whom we have many. How much longer are they going to live under this cloud? What are the people of this county and this state going to do about it? Every man who pays taxes is affected. It is a condition and not a theory which confronts them. They are the victims of a system which is a stench in the nostrils of decency.

"That our courts are being used as tools by these soliciting lawyers is as clear as that night follows day. That

our county and state are being held up to ridicule and advertised in an unenviable way in our neighboring states is positively true, and for what purpose? Simply that a few soliciting lawyers who unfortunately live here may prosper upon the misfortunes of others.

IOWA JUDGE FLAYS ST. PAUL ATTORNEYS WHO IMPORT CASES

"Scandalous and Unethical," Says Court Concerning Conduct of Lawyers

REFUSES TO LET SUIT BE TRIED IN RAMSEY COUNTY

Asserts Evidence Shows Barton & Kay Have Solicitors in Hawkeye State.

Importation of personal injury suits from Iowa to Minnesota for trial in the courts of this state has been given a severe jolt in a decision recently handed down by Judge Thomas J. Maxwell of Creston, Iowa, in the district court of Union county, Iowa.

Scores Lawyers Here

The decision scores Minnesota attorneys, who are charged with maintaining paid agents in other states who are hired to solicit for them damage suits against railroad companies for persons injured. These actions are then instituted in the courts of Minnesota.

"Scandalous and Unethical"

"Through the most scandalous and unethical conduct of a number of lawyers located at St. Paul, Minn., the courts there are being fairly swamped with cases of this character to the great injury and inconvenience and inequitable treatment of the residents of our own and other foreign states," declares the court.

Suing a Conductor

The case in point, and on which the decision is written, is one in which the Burlington railroad brought suit against Warren W. McMahon, one of its freight conductors, for \$7,500 for damages to its equipment through the alleged gross negli-

gence of the conductor in causing a collision of his train with a passenger train at Maryville, Mo., April 6, 1914.

Started in U. S. Court

The conductor is alleged to have left open a switch into which the passenger train plunged. This suit was begun by the railroad company in the United States district court at Creston, Iowa, February 16, 1915.

On February 20, 1915, McMahon, through his attorneys, Barton & Kay of St. Paul, brought a counter action against the company in the Ramsey county district court, asking \$30,000 damages for the loss of his left hand.

Asked for Injunction

Last June Barrows, Stewart & Ordway, attorneys for the railroad company, filed a petition in the district court of Union county, Iowa, asking that McMahon be enjoined and restrained from prosecuting his action in the Ramsey county district court. Judge Maxwell granted a temporary injunction.

Cites Many Decisions

McMahon's attorneys then asked the court to dissolve this injunction and set aside the order granting it. This the court refuses to do, and cites a long line of decisions to support the view that it is within the power of the court of equity to restrain the citizens of Iowa from taking their causes of action to another state for trial.

Commenting on the activities of McMahon's attorneys, Judge Maxwell says:

Have Solicitors There

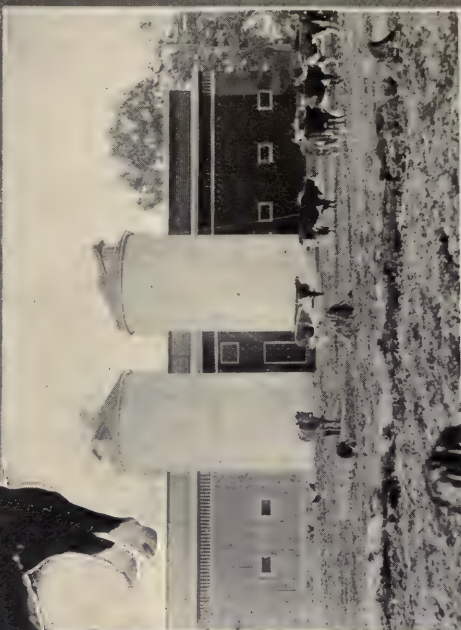
"It is shown by the evidence here that the defendant's attorneys, Barton & Kay, have one or more solicitors in their employ in this state, and that said firm has pending in the courts of Ramsey and Hennepin counties in Minnesota, thirty-two such cases which arose in Iowa, for residents of Iowa, wherein the aggregate the amount sought to be recovered is more than \$550,000, and some twenty cases from other outside states where the aggregate amount claimed is more than \$295,000."—St. Paul Pioneer Press, November 19, 1915.



Pure Bred Hereford Cattle



Lumber Stock Farm, Jackson Miss.



BOLIVAR COUNTY (MISS.) COURT

A two weeks' term of court has just been concluded at Cleveland, Bolivar County, Miss. The calendar contained nine damage suits against the Y. & M. V. Railroad. They were a pretty sorry lot and in character resembled much the articles usually offered in a rummage sale.

Lula V. Roberts of Rockford, Ill., while riding from Helena, Ark., to Lula, Miss., October 14, 1914, claimed to have suffered severely from cold feet and brought suit for \$2,010. The weather bureau records at Helena showed the temperature during the hours she complained of to have ranged from 57 to 61. A motion by the defendant to require plaintiff to file a cost bond gave her counsel cold feet also and the suit was dismissed.

George M. Adams, patent medicine salesman, was another cold feet victim. He claimed to have suffered because of lack of heat in the station at Gunnison, Miss., on the night of March 12, 1914, and brought suit for \$10,000. He testified, too, that his health had been ruined and that prior to the exposure he had for years, enjoyed munificent returns from his salesmanship. The company, however, had investigated and presented some documentary proof to the effect that his earnings had been insignificant and resulted in his dismissal. Also that his health had been greatly impaired for years and that he was suffering from a trouble of long standing which practically incapacitated him. The investigation of the case covered a wide field, from Columbus and Hattiesburg, Miss., to Texas points, thence to St. Louis, Mo., and other places. The jury found for the railroad.

Irma Travillian, wife of a barber who conducts a shop in his four-roomed cottage at Cleveland, Miss., had a suit for \$2,000 which she later raised to \$10,000 for injuries to her nerves, because on January 1, 1915, a young white man who had been run over by a train while trespassing on the track, was brought to her husband's barber shop and kept there in care of the town physicians for a few

hours until he died. The evidence showed that the plaintiff was not in the shop but was in an adjoining room. The jury was evidently not favorably impressed with her claim so removed the figure "1" from the attractive sum asked and returned a verdict for the company.

Jake Finks' Ford car balked on the railroad track at Deeson, Miss., October 8, 1914. While he was attempting to coax it to "ramble right along" a passenger train dashed around a curve and when brought to a stop the Ford car had moved, but involuntarily and with disastrous results to the machine. The claim agent offered \$300 in settlement, but a sum was demanded sufficient to purchase a higher priced car, hence the case was submitted to the jury for arbitration and much to the chagrin and amazement of Mr. Finks, resulted in a verdict for the railroad.

John Henry Polk, colored, through his mother as next friend, sought the aid of the courts in a demand of \$2,000 for personal injury sustained while employed as section laborer because a certain steel rail had settled down upon his foot. When John asked the company for employment he was 22 but when injured, as is quite often the case, his age shrunk to 19. The jury listened to his story, viewed the foot and concluded that John was at least of sufficient age to have appreciated the consequences of such an occurrence and found for the railroad.

Maggie Powell, on October 5, 1914, became a passenger on a local freight train from Heads to Shaw. Maggie had a good time sticking her head out of the window at each station and visiting with the representatives of her race who gathered around the car, although the flagman repeatedly advised her that her position was dangerous. Finally a little harder jar than usual brought her face and the window in juxtaposition, whereupon Maggie promptly informed the conductor she was going to sue. This was no idle threat for suit was promptly instituted for \$2,000. The jury evidently concluded that Maggie had been sufficiently punished for "rubbering" and therefore did not assess any damages

against her but simply found in favor of the railroad.

Tommie Lack, age 18, related a story of cruel and inhuman treatment on the part of conductor of train No. 12, claiming to have purchased a ticket from Vicksburg to Merigold, which the conductor took up after leaving Vicksburg and a little later again demanded transportation, and when told that his ticket had been previously tendered, he ejected Tommy from the train. As the records at Vicksburg and evidence of the ticket clerk showed no ticket was sold to Merigold on the date in question and witnesses were produced to whom he had stated on reaching his destination that he had walked part of the way because he only had money enough to pay his fare to Rolling Fork, the twelve arbitrators sitting on his case decided that Tom's memory was defective and that they could not allow him the \$5,000 modestly named in his declaration, or any part thereof.

A clean sweep for the company was prevented by a verdict of \$50 for Will Braxton in a cow case. The company proved the cow was run over by a one-eyed horse which was trying a test of speed with a "Valley" train. The plaintiff admitted that such an incident took place but that his cow was a different animal and was run over by the "iron" horse and not the one-eyed one. The jury deliberated for three hours and then decided to give Willie the benefit of the doubt. It is well they did, for Local Attorney A. W. Shands and Claim Agent Z. T. Jolly were growing a little too chesty and needed at least one adverse result to seven cases won, to keep them on speaking terms with other mortals.

The remaining damage case on the docket was continued. If one familiar with former experiences of the railroad in the courts of Bolivar County happens to read this, he will, no doubt, refuse to credit the report, as things were not always thus. The company appreciates the change and is grateful to the courts and jurors for the fair treatment accorded it.

WILKINSON COUNTY (MISS.) COURT

A very successful term for the company has also just been concluded at Woodville, Miss.

Miss Edna Mounts sued the company for \$25,000 for alleged permanent derangement of her nervous system on account of a derailment, February 3, 1915. The evidence showed that the train was moving very slowly when some of the cars were derailed. The train stopped, and after a few minutes, Miss Mount inquired the cause of delay and then for the first time learned of the derailment. She and other passengers were taken into the station on an engine. She rode on the fireman's seat, rang the bell and appeared to thoroughly enjoy the unique experience. It was quite fully developed that she had suffered with a nervous disorder all her life. The case attracted wide-spread attention in the community, as many of the citizens knew of Miss Mount's previous condition of health. However, several doctors testified that, in their opinion, her trouble was the result of injuries received in the derailment, and strenuous efforts were made to present quite a serious case against the company. A verdict was returned for the railroad.

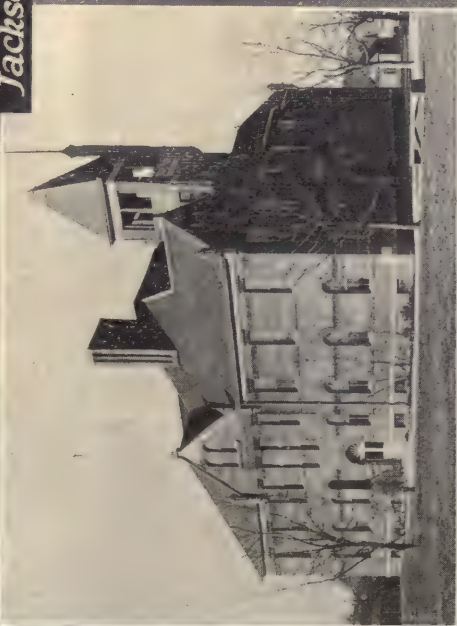
Mrs. Nellie Gallatas sued for \$2,000 because the conductor ejected her from the train at Laurel Hill, La. It appeared she had a pass from New Orleans to Laurel Hill, but upon reaching there notified the conductor she desired to go onto Woodville, Miss. She was then advised that she would have to pay fare from New Orleans to Woodville, as it was against the law to accept free transportation for any portion of an interstate trip. She refused to pay and the conductor had no recourse other than to request her to leave the train, which she did. A non-suit was taken just before the case was reached for trial, Mrs. Gallatas insisting that suit had been brought without her authority.

Mrs. M. L. Talbert sued as administratrix on account of fatal injuries to her son while the boy was train flagman. The case was settled with her some



High School

**Schools of
Jackson Miss.**



Millsaps College



months previous to suit and the money paid, but some complication arose in the distribution of the sum and Mrs. Talbert brought suit to set aside the settlement and recover a larger amount. Before starting the trial, however, her attorneys decided the chances of losing what the company had already paid were greater than the chances of getting more, and the case was dismissed.

Beauregard Peck, minor, sued for \$5,000 by next friend, on account of ejection from train. On September 23, 1914, this boy wished to take a trip on the railroad and wanted to travel for half fare. The agent was acquainted with him and knew that he had passed the half-fare age of 12 years by several summers and refused to sell him a half-fare ticket. Peck then got a negro man to buy the ticket for him but, while to some, "all coons look alike," the conductor was a better judge and put him off when he refused to pay full fare. The array of witnesses for the company "threw a scare" into the Peck crowd, so before the case was called a non-suit was taken.

Thus, the term of court passed into history without any verdicts against the company. Of course, the company has a considerable bill for witness fees, claim and law department expenses, etc., but at present it is glad to get off at that. Perhaps later, things will so improve that the railway may not have to pay out so much money in the defense of frivolous and trumped up litigation.

THE RAILROAD AND THE COUNTY BEAR THE BURDEN

On January 21, 1915, four men elected to ride from LeMars to Cherokee on the local freight. It was a bitter cold day but, as none of them had a ticket, they chose to ride in an open coal car. They were, at the best, nothing more than trespassers, stealing from the railroad company what they were not entitled to.

When the train had moved less than one-half mile, one of the men decided, for reasons not known, to leave the car.

After alighting, he fell back under the wheels and was killed.

His three companions, all of whom were tramps, continued their journey by foot and later came back to LeMars to avoid suspicion that they were responsible for the old man's death. To exonerate themselves, they concocted and told the story that two brakemen, as the train was leaving town, had entered the car, one with a club in his hand, and forced them to leave the train, and that their companion was killed.

The attorney who represented the heirs of the deceased boarded two of these men free at his home town for some months; then took their depositions, in which it was stated that their companion had been assisted by a brakeman in leaving the car and had been killed while alighting. Suit was then brought.

At the trial recently, the Railroad Company presented depositions to show, from persons who knew these tramps in Duluth and in towns in the Dakotas, that they were a worthless lot, not to be believed, and that one was a gambler and boot-legger. In addition to the train crew, three passengers testified that they were riding in the caboose on the day of the accident and that they were positive neither the conductor nor two brakemen left the caboose at any time during the period it was claimed the accident occurred.

Likewise, a German farmer, who was driving past the scene of the accident and saw the man fall, testified that he alighted without help, and that the other three men in the car were not near him when he was attempting to get off. Being shy of words to fully express his meaning, this farmer acted out before the jury the manner in which the tramp met death, which was more forceful than he could have described it. In spite of the efforts of the attorney for the plaintiff to confuse the witness, his story remained unshaken, and members of the jury were later heard to remark that you "couldn't fool a Dutchman." The jury returned a verdict for the railroad.

That the statement of these tramps should be made the basis of a law suit,

which cost the railroad a large amount to defend, is a burden which the railroad has frequently to bear. Fortunately, the attorney bringing the suit was put to considerable expense also, otherwise the scales of justice would have been quite unevenly balanced. It seems very ungrateful that the railroad should be charged with attempted manslaughter after these tramps secured a free ride. We regret that the County in which the suit was tried had to be taxed with the expense of the trial.

OFF HIS POISE

Recently, one of our resourceful Claim Agents, who was dealing with a very unreasonable claimant, became somewhat out of patience (a very unusual thing with this particular Claim Agent, noted for his poise), and in reply to the direct question of what he was going to do about the matter, made the following response: "Our business has been established many years. We have been pleasing and displeasing the people ever since. We have lost money and made money. We have been cussed and discussed, knocked, talked about, lied to, held up, robbed, etc., to the end of the chapter. The only reason we are staying in business is to see what in H—— will happen next."

FAITH SHOWN IN NEWSPAPER "AD"

Railroads of the United States have demonstrated their faith in newspaper advertising by spending ten million for advertising during the last fiscal year, according to an address before the Chicago Advertising Agency by Garrett Ford, General Passenger Agent of the Union Pacific.

THERE ARE A FEW EXCEP- TIONS

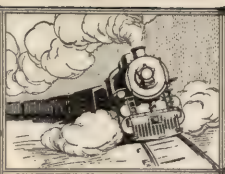
More than five thousand persons are killed each year while trespassing on railroad tracks, and a very large proportion were automobilists it is said. We are not at all surprised to hear it be-

cause when a man buys an automobile he soon becomes obsessed with the idea that nobody except himself has any right to use the face of the earth.—New Orleans States.





TRANSPORTATION DEPARTMENT



Obedience

By L. E. McCabe, Superintendent

OBEDIENCE has been defined as compliance with a command, prohibition, or known law, or rule of duty. Obedience itself should be the watchword of every railroad from top to bottom of the ranks. Lack of obedience in the railroad service is one of the most costly things a railroad has to contend with. It is manifested in various ways. Lack of obedience on the part of the rank and file results in many cases in loss of life not only to the employes, but to the passengers entrusted to their care. Lack of obedience on the part of the supervising officers takes a somewhat different form and brings about a somewhat different result. It is this latter form to which I particularly want to invite attention.

In the case of the rank and file, lack of obedience is punished by inflicting punishment on the particular person who has failed to obey the rules laid down by the Railroad Company, while where it is lack of obedience on the part of the supervising officer, it is handled ordinarily by the reissuing of the order not only so that it will reach the real offender, but so that it will reach the whole railroad system. In this way, an enormous amount of extra work is caused, and an enormous amount of time is lost to countless employes. If it were possible to get at and to discipline the one offender, as it is in the case of disciplining the rank and file, a great amount of time and correspondence might be saved over the entire system. Due largely to this

condition and mode of punishment, instructions, like our laws, have become so voluminous that it is impossible to expect a person to even read, much less remember them. This is brought home to us each day. Our mail is heavy with many letters calling attention to some violation of rules, or instructions of some person on the road, that probably do not concern us in any way, but on account of the error and lack of obedience on the part of some one person who may be many miles away from us, we have to go over old instructions and have to go through old correspondence, losing time which ought to be devoted to carrying on the business in hand at the time, and thus causing trouble to the entire system of railroad from one end to the other. If one member of the family is sick, it is not customary and necessary to treat the whole family. If one employe of the railroad company fails to do his duty, and fails in his obedience to the rules of the company, it is unnecessary to treat the whole system of the railroad company, and yet that is what is done.

In the October magazine, Mr. Berry, in describing the handling of the suburban traffic during the Chicago street railway strike, gave a very beautiful demonstration of what can be done when instructions are carried out. The situation discussed by Mr. Berry arose over night. One day, passengers to an average of about sixty thousand were carried, and the next day an abnormal situation arose, whereby two hundred and forty-eight thousand passengers were

carried in a day. This situation arose so suddenly that there was no chance, or time, to give written instructions. It was all done by verbal orders and the large increase of trains and business was handled without writing a letter. This was only possible through explicit obedience of orders by everyone concerned in the handling of this great increase of passengers. This same situation should be that which is ordinarily encountered in the running of a railroad. If all orders were obeyed, instead of having a great mass of correspondence, most of which covers re-issued instructions, which only tends to puzzle and worry employes, a railroad could be run with greater efficiency and with less time wasted by all concerned. I strongly recommend the reading of "PIGS IS PIGS." If delayed trains were pigs, there would be no room on the right-of-way for them.

Not so long since, a very grave disturbance occurred on a railroad and some time before its occurrence the various officers were called in and it was outlined to them verbally how the situation should be met and handled. The instructions which were then given were not changed during the entire time that this disturbance lasted, a period of some years. Not a letter was written, nor was there any renewal of the original instructions, and yet I do not recall, in my experience, any event that was handled more successfully. In this case had there been any disobedience, serious results might have developed.

We are too careless with correspondence, and there is entirely too much of it brought about by disobedience of some person, or persons. It frequently occurs that several officers are writing letters to the same person, or persons, each requiring investigation and reply; thus, it happens that the recipient is showered with a volume of correspondence from various officers and soon begins to take the matter with very little seriousness, resulting in still another flood of letters. It is possible that our democratic sys-

tem of doing business is responsible for this feature in the organization.

It is possible that we can have a lesson in railroading from the examples of the Democratic Governments of the warring nations in Europe. The same evils which make or mar a railroad, make or mar a nation. The same remedy applied by those countries may be of service to the railroad world in increasing the efficiency of the service and in bringing about that all important element—obedience.

THE COAL CAR'S SHAME.

By Wm. Woods.

The day I passed inspection, Oh I was filled with pride.

I was proud of my complexion and of the name upon my side.

My complexion was black as black could be

And upon my side a big I. C.

I went out to the mine to be loaded up with coal,

Then I came back down the line with a rollick and a roll.

Oh I was gay as gay could be

And upon my side was a big I. C.

I stopped in a mighty yard and was switched upon a track,

They bumped into me awfully hard and pulled me out, then shoved me back,

But that was nothing much to me,

For upon my side was a big I. C.

And then a man came, wrote his name right upon my side.

I did not think I was very vain, but that did hurt my pride.

Still that was nothing much to me

For upon my side was a big I. C.

Then came another man, "A man," did I say?

Nay, he could not be a man, Nay, Nay, Nay.

And I blushed though black I be

For upon my side was a big I. C.

I will not tell what he wrote nor the pictures that he drew.

The "verses" I cannot, will not quote,
 nasty verses not a few.
 I hate for verses like that to be
 Upon my side by a big I. C.

And now I am filled with shame; I
 hate to see the light of day.
 Sometimes I would change my name
 but it is painted on to stay.

Ah, me, I hate for people to see
 Language like that beside a big I. C.

I ask my friends, if friends they are,
 though only friends in name,
 To pity an iron coal car and free me of
 this shame;
 So that upon my side will be
 Only my numbers and a big I. C.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|------------------|---------------------|----------------|----------|--------------------|
| Wm. C. Schultz | Car Scrubber | Burnside | 23 years | 6-30-15 |
| Calvin Stephens | Pumper | Ethel | 31 years | 11-30-15 |
| Raymond A. Pike | Stationary Engineer | Paducah | 34 years | 11-30-15 |
| Mathew Mulvaney | Switch Tender | Champaign | 36 years | 9-30-15 |
| Edward A. Wright | Engineman | Chicago | 29 years | 9-30-15 |
| George H. Rosell | Train Baggage man | Waterloo | 28 years | 11-30-15 |
| George Hurt | Section Foreman | Fairman | 37 years | 11-30-15 |
| Donald McCulloch | Crossing Flagman | Cherokee | 33 years | 11-30-15 |

B. K. KILBORNE

MR. KILBORNE entered the service of the Illinois Central Railroad Company as Agent September 4, 1881, and continued in that capacity until September 4, 1915, when he was retired on a pension on account of ill health. His last location was at Fort Dodge, Ia.

The attached letter to Supt. Sullivan is self explanatory:

Fort Dodge, Ia., Oct. 21, 1915.

Mr. T. H. Sullivan,
 Superintendent,
 Ft. Dodge, Ia.

Dear sir:

There comes a time in the life of man, when questions of vital importance confront him, his destiny hanging in the balance, uncertain which turn in the road to take.

This problem was recently mine to solve, in the matter of retirement from the Illinois Central Railroad Company, in whose service I had been for thirty-four years, health having failed.

It was a question of grave concern to me and for a time was unable to reach a decision, hoping I might regain health and strength sufficient to warrant my remaining in the service, but after days of hopeful waiting, health being of first importance, was obliged to ask for sixty days' leave of absence which would permit me to complete my thirty-fourth year of service and during this sixty days would make formal application for retirement, my request was granted.

I cannot express the feelings of regret that came to me and what it cost to reach this decision; it was to me a sacrifice of life almost, but in justice to myself and the company this seemed my only course and on July 17th, made application for retirement.

I appreciate very much your support, sympathy and hopeful expressions for the return of health which I trust may come to me in due time.

In taking a retrospective view of my early years of service I recall many of the failures and discouragements that came to me, due to inexperience and ignorance, and in later years realized I had not measured up to the possibilities which were mine, but was encouraged in profiting by past experiences.

I was familiar with the faces and had a personal acquaintance with most of the officials in the earlier days and felt that I was a part of a great corporation in the development of the western branch of the system, but through the many changes in management I met new faces and for a time the Illinois Central had almost lost its identity to me, but as I got to know the new management and realized some of the high ideals they aspired to, that of making the Illinois Central a great artery in the transportation world, it was with feelings of delight there came to me the thought that I had a part to play and trust, that with yourself and others of the Iowa Division I have contributed my mite in aiding the management in the realization of their ambitions and appreciate more fully at this time the opportunity I have had with the thousands of other employes in the successful operation and development of one of the greatest if not the greatest railroad systems in the country, traversing the diverse territory it does.

I want to thank you personally for the patience and consideration shown



B. K. KILBORNE.



WM. H. PLATT.

me during the years of service together as Superintendent and employe. I have erred in judgment and may have been derelict in duty, to which you have closed your official vision, realizing they were mistakes of the head and not of the heart; I have never come to you with a burden but what you have done what you could to lift the load, and I believe every employe under you will add their testimony to mine in this respect.

I desire also to thank the management through you for the courteous and generous consideration accorded me in the matter of retirement. While I had not reached the age limit, I was given full pension benefits and assurance that my long service was appreciated.

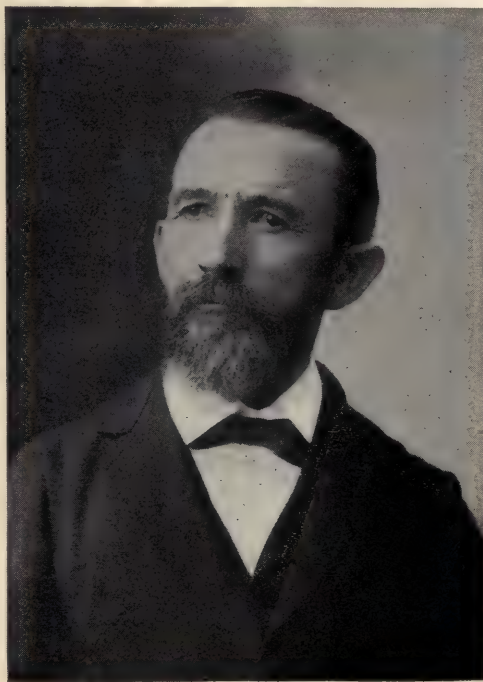
I want to assure you of my desire to do what I can to further the interests of the company it has been my privilege to serve, and refute the base libel often expressed that corporations have no soul.

Yours truly,
B. K. Kilborne.

WILLIAM H. PLATT

MR. PLATT was born in Philadelphia, Pa., Feb. 25, 1847, and came west with his parents when a child to a point near Goshen, Ind. Entered the service of the Illinois Central Railroad Company Feb. 18, 1871, as brakeman, running between Champaign and Centralia, and later between Champaign and Chicago. In the fall of 1872 he became a fireman on the Chicago Division, and in 1879 was promoted to the position of engineer. In 1880 he was sent to the St. Louis Division, running between Cairo and Centralia until October, 1887, when he was transferred to the Chicago, Madison and Northern, which was then being constructed. Upon the completion of this road, he resumed work as an engineer and continuing in that capacity until 1894 when, for personal reasons, he came to Chicago and entered the terminal transfer service, which position he held until his retirement, October 15, of the current year.

During his long service Mr. Pratt has seen many changes on the Illinois Central Railroad, the system during that time developed from one of 1,000 miles to one of its present proportions. During his 45 years of service, Mr. Platt has been a loyal employe, and in his retirement takes with him the earnest good will of hosts of friends who hope he will live long to enjoy his well earned rest.



FRED REID, Memphis.

FRED REID

MR. REID entered the service at McComb, Miss., on the first day of January, 1870. The town of McComb was then known as the Mississippi Valley Improvement Company, Mr. J. D. Billings being superintendent of the town as well as the shops. Mr. Reid at that time had charge of the mill, and continued to run same

until 1873, when it was sold. The railroad then was known as the Chicago, St. Louis & New Orleans. After the sale of the mill, Mr. Reid accepted work as carpenter at McComb under Foreman M. M. Martin, in which capacity he worked until October, 1881, when he was transferred to the machine shop as wheel press man under Master Mechanic Ed. Anderson. He later resumed work in the car department with the L. N. O. & T. R. R., continuing with that corporation until 1892, when it was taken over by the Illinois Central Railroad Company.

Mr. Reid then left McComb, moving to Memphis as carpenter at which point and in which capacity he worked until March 1st, 1915, when he was retired on a pension.

ENGINEER L. BURCH.

MR. BURCH entered the service of Illinois Central Railroad at Elizabethtown, Ky., in 1876, working in the shops at that point in various capacities until 1881, when he was made foreman. Served in that capacity until Feb. 7, 1891, when he was promoted to the position of engineer, in which calling he continued until June 30, 1915, when he was retired on a



ENGINEER, L. BURCH.

pension. It will be noted that Mr. Burch's service covered a period of 39 years.

Harry Orndorff

Born November 21, 1888; Died September 17, 1915

By Helen Lee. Brooks

DEATH always comes as a painful shock; we are never really prepared. Even when a man has attained the scriptural three score years and ten, yet his passing is not quite expected. Always the dread shadow seems farther ahead; never actually present. Life can never accept death as an actual reality. The two are forever antagonistic, and "dust to dust, ashes to ashes," always has and always will be the universal dirge of the human heart.

But when Death comes, not as the

garner of full-ripened grain, but as the grim destroyer of the flower just blossoming into maturity; when without a second's warning a man vigorous in body, alert in mind, buoyant with hope, is stricken down, surprise deepens into awe. The small, hushed group that a few weeks ago stood around the silent form of Harry Orndorff, in the Indiana Division offices at Mattoon, can never forget the horror, the incredible mystery of it all. A moment before he was alive and well, chatting with his associates, busy at his desk. Suddenly the hand

that was writing ceased to move, the sentence remained unfinished. For a brief moment the Angel of Death hovered in our midst, then passed on and the spirit of our friend was gone.

Harry Orndorff was born within a few miles of Mattoon and here spent practically all his short life. For five years he had served the Illinois Central Railroad in the Indiana Division offices. Soon after his twenty-first birthday he was employed in the Superintendent's office as file clerk. This position he held until December, 1912, when he



HARRY ORNDORFF, Mattoon, Ill.

was promoted to the post of Assistant Accountant. In June, 1914, he was appointed Chief Clerk to the Road Master, which position he occupied at the time of his death.

In every position he held Harry had the confidence and esteem of his superiors and associates. He brought to his work cheerfulness, energy and intelligence, discharging the smallest task with the thoroughness that distinguishes the true worker from the one who is merely getting through the day, thereby proving his worthiness of a

more responsible position. His relations with his fellow employes in the office were particularly cordial. The deadly routine of office work—each day a monotonous replica of the one preceding and the one to follow—is not conducive to evenness of temper, and often when the tension was near the breaking point, Harry's infectious laugh, or a merry jest turned the tide and restored good humor.

While we, his associates, privileged to call ourselves his friends, feel that we are bereaved, we realize how much deeper the grief and greater the loss is to those bound to him by the closer ties of blood and sacred bond of marriage. Especially does our sympathy go out to the young wife, so sadly stricken; widowed before the second anniversary of her wedding day. In the presence of such grief as she is called upon to bear, the most sympathetic words are hollow and meaningless, the kindest act unavailing. The path that leads through Gethsemane is a narrow one, and always and ever it must be trodden alone.

I have read a story olden,
Of a castle by the Rhine,
Where the cruel winds of winter
Wrought sweet music from the pine.

But the Master of the castle
Stretched from tree to tree with care,
Tiny wires of purest silver,
That brought forth a tone more rare.

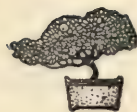
Like unto the harp Æolian,
Are these human hearts of ours;
Giving forth but feeble music
In the happy summer hours.

But when wintry storms of anguish
Sweep our heartstrings o'er and o'er,
Songs of love and faith triumphant,
Rise above the tempest's roar.

That the melody be sweeter,
That our lives may richer be,
The dear Master sends deep sorrow,
But through all His love we see.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

The Prevention of Granulated Eye-Lids or Trachoma

OF ALL afflictions, blindness is the saddest. This affliction, however, is often preceded by other symptoms of the trouble which are often amenable to treatment. This is particularly true if the disease is not due to a specific venereal infection incurred at birth. This specific infection, if neglected at birth, is almost certain to produce blindness, and for this reason many states and large municipalities have passed stringent regulations which must be followed immediately upon the birth of the child.

It is not, however, the purpose of this paper to dwell upon this phase of the subject, but to refer to another condition which often produces blindness, and oftener total economic loss to the state and municipality. This is the problem of granulated eyelids, or trachoma. Indeed, trachoma presents a problem more largely economic than any other in the whole field of preventive medicine. No one dies with this disease, but half of those who have it are eventually made blind. The economic usefulness of every infected person is greatly decreased. It would be conservative to say that the average earning capacity of persons having trachoma is less than one-fourth of the average earning capacity of well individuals.

Trachoma is a very old disease, probably as old as the Bible itself. It is called by some people "granulated lids," "sore eyes," and is communicable, or

"catching," from one person to another. Those who have it can in most cases be cured, and those who have not yet caught it can avoid doing so if they will learn how to protect themselves against infection. If every one, men, women and children, will learn about this disease and take means for its prevention, the disease will in time entirely disappear.

Early Symptoms. When trachoma begins, the eyes feel as though a cinder, dirt, sawdust, or other foreign substance had gotten into them, and usually some of these substances are blamed for the eyes getting sore. The eyes soon become red and painful, and discharge water. Some pus (matter) is present and the eyelids stick together in the mornings. Soon the light affects the eyes, and in time this light causes so much pain that it is necessary to wear dark glasses or to tie a cloth over the eyes in the effort to keep out the light. The inner surface of the eyelids becomes rough, somewhat like sandpaper, and irritates the eyeball with every wink of the eye. The pain is often described as cutting. It is this constant rubbing or irritation that causes the eyeball to become red and painful. Ulcers may appear and a new growth is formed over the pupil, and then the patient is liable to slowly become blind. While the redness, pain and discharge may cease for a time, the disease is almost sure to return unless carefully treated, and each

fresh attack damages the the eye more and more. Hence early and persistent treatment is necessary, and it should be continued until the disease is cured.

Many years ago the United States government realized the dangerous and communicable nature of trachoma, and it will not allow any foreigner who has the disease to land in our country. Every alien stepping off a vessel at Ellis Island, New York, has to submit to an examination. The eyelids are turned up, and if any evidence is present of trachoma they are not admitted, but are referred to the Government Hospital and are kept there until thoroughly cured. Since it has been found that a great many cases are present among our people, the government has determined to extend treatment to those in the mountains of Kentucky, or scattered throughout the length of the land, in order that these cases may be cured and the spread of the disease prevented.

Advice to those having sore eyes:

1. Apply at once to the nearest hospital or to your physician.
2. Follow the directions of the doctors and nurses to the letter.
3. Do not stop until you are cured.
4. Wash the face and hands several times a day to keep the finger nails clean.
5. Have your own wash basin, soap and towel.
6. Boil your handkerchiefs before sending them to the wash.
7. Do not allow your clothing or bedclothes to become soiled with the discharge (pus) from your eyes.
8. When your eyes are discharging matter, collect these discharges on cloths which can be burned, and stay away from members of your family as much as possible.
9. Sleep alone, and with the windows open.
10. Keep your home clean and have large windows to let in fresh air and sunshine.

How to avoid getting sore eyes. It is the duty of every man, woman and child to do all he or she can to prevent the spread of trachoma. Every case of this disease could have been prevented. Every case occurring in a child is the fault of

somebody. The following are some of the things that people should do to avoid infection:

1. Keep in good physical condition. A good, strong constitution can resist disease and throw off much infection.
 2. Have large windows in your house which will admit fresh air and sunshine.
 3. Sleep with windows open even in winter and keep the room well aired where you live and study.
 4. Do not use the common towel.
 5. Have a towel and handkerchief of your own and do not allow any one else to use them.
 6. Always make sure that the wash-basin is clean before you use it.
 7. Do not sleep with persons that have "sore eyes," nor use bedclothes that have been used by them.
 8. Do not wear the clothing of persons having "sore eyes," nor use their eating utensils, without previous careful washing.
 9. Boil the handkerchiefs of persons having "sore eyes."
 10. Use your influence with persons with "sore eyes" to have them treated at some hospital or dispensary.
- Impress upon all so afflicted that they may eventually become blind and that blindness is of all afflictions the saddest. Here is a touching sonnet inspired by the sight of a little girl who was restored from blindness:

A little girl am I that once was blind
 And shut in darkness from the shining
 day,
 That God, through you, your loving
 heart and kind,
 From prison led me to the sunlit way
 Where other children walk and dance
 and sing.
 The waving trees, the grass, a rose, the
 sky,
 And little babies dear that run to me;
 You are so sweet it makes me cry—
 Just cry with happy tears to look at you,
 Instead of trying hard with touch to
 trace you out,
 And then to see that picture true
 You gave to me of Jesus' loving face;
 I cannot understand that it could ever be
 That anyone is sad who can only see.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Nashville, Chattanooga & St. Louis Railway, Paducah and Memphis Division
W. J. Hills, Superintendent

Paducah, Ky., October 2, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad,
Chicago, Ill.

Dear Doctor:

As an expression of my extreme satisfaction and high esteem for your hospital and staff at Paducah, I wish to advise I took my daughter to the hospital on Saturday morning, September 18, an operation for appendicitis was performed by the Hospital Department Staff at nine o'clock a. m.; a week later, to the hour, I took her home in an automobile and she is now apparently entirely recovered. Had no trouble of any kind, except a few hours' sickness from the anesthetic.

The entire staff, as well as nurses, appeared to me to be exceptionally competent and painstaking; the wards, rooms, and everything in connection with the hospital neat and well kept, and the management generally, appeared to me to be ideal. You have every reason to be proud of your organization here and I felt from experience you would like to know the impression gained from an outsider.

Yours truly,
(Signed) W. J. HILLS, Superintendent.

Fulton, Ky., October 26, 1915.

Dr. G. G. Dowdall, Chief Surgeon,
I. C. & Y. & M. V. R. R.,
Chicago, Ill.

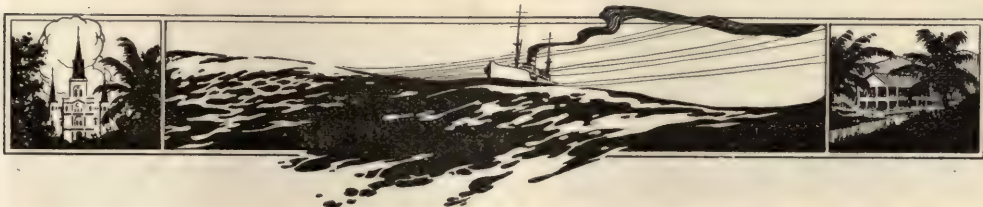
Dear Doctor:

I want to thank the Hospital Department Staff for the services rendered at the Illinois Central Hospital at Paducah, Kentucky. My boy was operated on there the 20th of September for appendicitis. Although he was in a very critical condition, the operation was successful and his health has been restored.

I can certainly recommend the entire staff of the Paducah Hospital to any one. I never received nicer treatment from any one than I did there.

Thanking you again, I am,

Yours truly,
(Signed) R. P. STEWART, Engineer Fulton Dist., I. C. R. R.



FREIGHT TRAFFIC

DEPARTMENT



To the Local Railroad Agent

By H. G. Powell, Division Freight Agent

John J. Ingalls in his poem on "Opportunity" says:

"Master of human destinies am I;
Fame, love and fortune on my foot-
step wait.

Cities and fields I walk; I penetrate
Deserts and seas remote, and passing
by

Hovel and mart and palace—soon or
late

I knock, unbidden, once at every
gate."

IT is quite evident that when Mr. Ingalls wrote this poem, he did not have the local railroad agent in mind.

If there is one gate, more than another, at which Opportunity knocks, it is the gate of the local agent; there, Opportunity knocks not once, but daily.

Have you carefully thought over the traffic Opportunities of your station? The local agent is an officer of the traffic department, and the volume of business that we handle depends to a large extent upon your efforts.

Where do the inbound shipments of lumber, cement, coal, tile, brick, building material, implements, oil, furniture, etc., originate? Are they coming from points where we secure a short haul? If so, we may possibly be able to find a remedy for this condition.

What are the points of destination of the outbound shipments of live stock, grain, hay, vegetables, fruit,

etc.? Are we handling the live stock to the market which gives us the greatest revenue with the least liability for shrinkage claims? Have any of our patrons at your station commodities for sale, for which they cannot find a suitable market? Possibly we can help them find a market and develop a new traffic.

What of the building operations at your station, particularly the contemplated construction of schools, churches, federal buildings, water works, gas plants, business blocks, bank buildings, etc.? Information of this character in the hands of our outside representatives is of decided advantage in securing the material and equipment for these buildings, as well as other competitive business, from contractors and manufacturers interested.

What classes of raw material do the manufacturing plants at your station use? Where do they purchase same and how do they ship? What is their principal competition on the outbound manufactured products?

Where do your canning factories market their output? Do you secure each year a list of their sales and send to our traffic representatives in the various territories, to solicit for our haul?

Do you keep in close touch with the furniture, implement and vehicle fac-

Baptist Orphanage



Hospital



*Jackson
Miss.*

Methodist Orphans' Home.



Mississippi Baptist Hospital



tories at your station, with a view to anticipating their wants so far as equipment is concerned?

Where do your creameries ship their butter? Is it going to a nearby concentrating point, where it is lost to our Company? We serve a large butter consuming territory and can haul shipments from Iowa to New Orleans, Memphis, Chicago for the East, etc., over our own rails. Would your creameries care to get into communication with dealers in the South and East? Would your Southern and Eastern dealers care for a list of Northern and Western creameries?

Are there concentrating houses scalping our local territory of eggs and poultry, and shipping in carloads via our competitors?

Where is the stock man at your station buying his feeders? Is it at a market where we can get the haul, or does he purchase where he will use another railroad, and drive across country to feed along our line?

Does he use cotton seed meal or hulls in feeding? Have you ever talked with him regarding the value of alfalfa, molasses and other mixed feeds? Can you interest him in these commodities? We have a large cotton producing territory along our Southern lines and might develop a Northern movement of cotton seed products and a Southern movement of corn and oats. We have some of the largest alfalfa, molasses, and mixed feed mills in the United States, located on and adjacent to our rails, along our Northern, Western and Southern Lines. Possibly you can interest the stock feeder and dairy-man at your station in the use of these feeds, which will mean an increased tonnage of molasses, cotton seed products, grain and hay into the milling points, and an increased outbound tonnage of the feed products.

How about that new settler near your station? Have you made his acquaintance and are you making a friend of him for the Illinois Central? Forget that he is a "Foreigner." It has only been a few generations since

we were all "Irish," "Dutch," "Swede," or some other nationality, which has now been assimilated into the broader name of "American."

How about the "Drummer," or traveling salesman who visits your town? He is a man the Illinois Central very much desires as a friend and patron. He is, as a rule, a live, wide-awake hustler, one of the greatest traffic promoters in the United States. You are the first man to meet him when he comes to town, and the last to see him when he departs. Get acquainted with him. Find out what he is selling, and where his headquarters are. Notify the traffic representative in charge of that territory of this man's visit to your town, the line of goods he handles, and the firm he represents.

Through the traveling salesman you can build up our merchandise cars. A little time devoted to him on his visit to your town, will get results. You can probably prevail upon him to insert Illinois Central routing on orders for the town beyond your station, which is a junction point with our competitor.

You will find that he appreciates your interest in his business, and as a consequence, he will become interested in the railroad business.

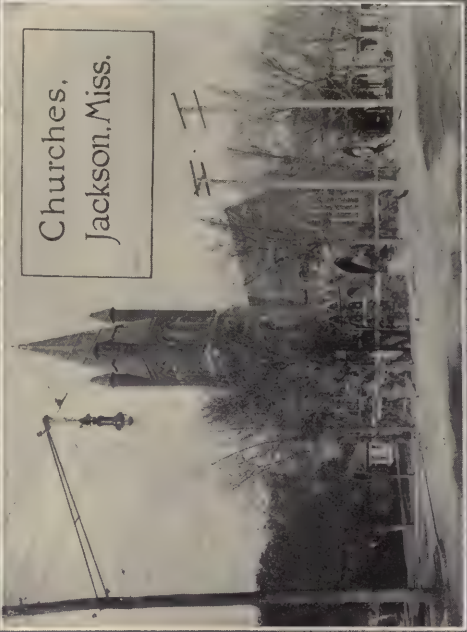
The traveling man's opinions are scattered broadcast over the land, and his views regarding the railroads are formed from the treatment he receives from you. Get busy and lend your assistance to starting a public opinion that will result in fair treatment of the railroads.

It has been said that "Business is sensitive; it goes only where it is asked, and stays only where it is well treated." Shall we get the business and work to retain it?

APOLOGIZING TO ASSISTANT GENERAL FREIGHT AGENT J. L. DURRETT.

THE article appearing in the November magazine entitled "Some Things Old and Some Things New About Tobacco" was written by J. L. Durrett, Louisville, Ky.

Churches,
Jackson, Miss.





The New Well at Curve, Tennessee

By C. R. Knowles, General Foreman Waterworks

THE completion of the new well at Curve, Tennessee, resulted in securing an abundant supply of good water and according to the U. S. Geological Survey, has apparently established a hitherto unknown water horizon. Samples of the formation encountered and analysis of water were forwarded to the Director of the U. S. Geological Survey and copy of his letter in reply follows:

"Your letter of August 7th and the accompanying twenty-four samples of material from the well at Curve, Tennessee, has been received.

"I wish to thank you for sending this information and I am interested in the fact that you have apparently developed a new water horizon at this locality. Information of the character you have supplied is of unusual value to the survey and the samples will be filed for future use in the compilation of reports on geology and water resources."

This well makes possible to establish a water station at Curve which, with the new pumping plants at Dyersburg and Obion, will provide ideal water facilities on this district. Curve has long been considered as a location for a water station, as the situation is excellent for the spacing of tanks, but the absence of surface supplies and the uncertainty of obtaining a satisfactory supply from wells prevented the preparation of any definite plans for providing water facilities until a test well was drilled.

Curve is located in Lauderdale

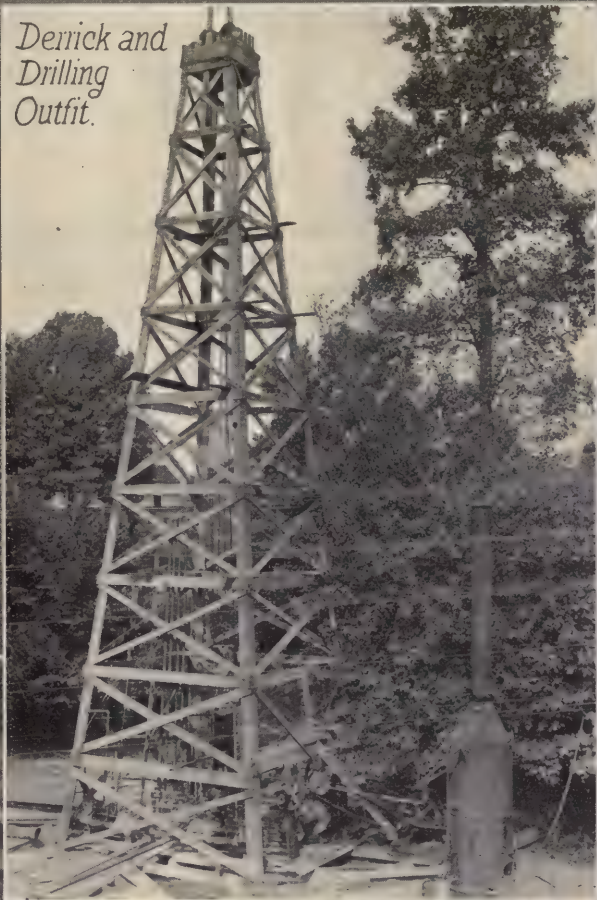
County, which is generally well watered by many small streams and is bounded on three sides by rivers, the Mississippi on the west, the Hatchie on the south, and on the north by the south fork of Forked Deer River. The domestic water supply is largely from cisterns constructed of brick, but it is a difficult matter to maintain these cisterns and keep them from cracking in the alluvial region because of the soft yielding nature of these deposits. There are numerous wells in the county, most of which are shallow wells chiefly supplied from seep water, which is hard and unpalatable. There are several wells in the immediate vicinity of Curve from 30 to 100 feet deep, the water being secured in the deeper wells from sandy clay stratum which are generally lignitic and furnish a very limited supply of poor water, and it was a generally accepted fact that good water could not be secured except at a great depth.

The U. S. Geological Survey gives the following report on the geology of the county generally and Curve Cut in particular:

"The formations represented are the Lagrange, Lafayette, Loess and alluvium. The Lagrange is rarely exposed except along the lower parts of the steep bluffs and in deep railway cuts as at Ripley and Curve. The section in the long deep cut just south of the station at Curve shows at the base 15 to 18 feet of a dark blue lignitic clay bedded in very thin layers and somewhat sandy. Over it lie 6 to 9 feet of

New Well
at
Curve ~
~ Tenn..

*Derrick and
Drilling
Outfit.*

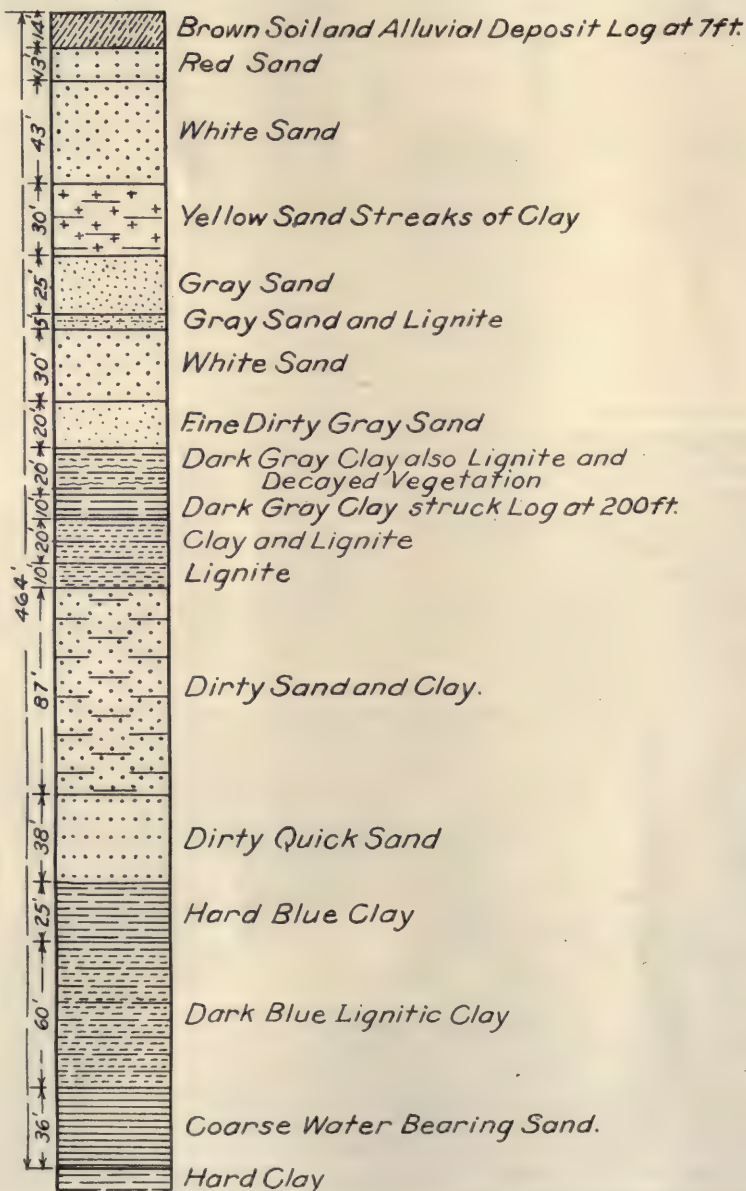


Discharge from well



SECTION SHOWING LOG OF WELL CURVE, TENN.

10" WELL 464' DEEP.



a yellow to rusty yellow purer clay, also lignitic, covered by 25 feet of Lafayette sand and gravel. The gravel is well rounded chert and vein quartz averaging 1 inch or less in diameter, but with occasional pebbles reaching 2 or 3 inches. The gravel is in irregular streaks throughout the formation and composes about 20 per cent of it. The sand is coarse and red and is case-hardened so that it stands with vertical faces. Over it is a variable layer of soft, light colored sand and gravel up to 3 ft. thick. This grades up into 25 ft. of loess, which seems hardly separable into a lower and an upper division, though the lower 5 or 6 ft. are darker than the remainder. Beneath the dark Lagrange clay in the bottom of the cut is a quicksand on which the track rests, and which is a perpetual source of trouble and expense to the railway.

The Lafayette in Lauderdale County is a coarse sand, with a considerable proportion of pebbles as a result of the nearness of the Mississippi River. It overlies the Lagrange everywhere except in the alluvial region, where it has been removed by stream erosion. It is exposed in only a few places, being as a rule overlain and concealed by the loess, which varies from 8 ft. to several score feet in thickness. The loess mantles the uplands and seems to extend down over the second bottoms along the main streams, though the observations were not full enough to settle this last point definitely."

The remarks on Curve Cut are correct (especially as to the trouble and expense the cut has been to the Company) with the exception of the theory as to the quicksand underlying the track through the cut. Twenty test holes were drilled through the bottom of the cut and slides, these holes penetrating the formation to a depth of 20 to 30 feet below base of rail, the formation was found to be the dark blue lignitic clay to the bottom of the doles. Drilling operations were begun on the well early in June and the well was finished in the latter part of July at a depth of 486 feet. A log of the well

showing the formations encountered is given herewith. Samples of the various strata encountered in the well were examined by a U. S. Geologist who is familiar with the region about Curve and his comments are given as follows:

"The strata encountered in the well belonded to only two formations; the loess, which is of Pleistocene age and the Lagrange, which is several epochs older but still comparatively young geologically.

The loess is called alluvium in the driller's record. It is a very interesting and unique formation which is found along the Mississippi and Missouri River in this country; the Rhine and Danube and other rivers in Europe; and the Yellow River in China. In this country it is best developed on the high bluffs along the east side of the river and it seems to consist of a great deposit of dust which was swept from the river bottom by the prevailing western winds at a time when the river was subject to greater floods than at present, the dust being swept up at times of low water. The loess is thus the dust accumulation of many centuries. The log found in the midst of the loess is of special interest because it indicates either an interruption in dust accumulation, such as is known to have occurred elsewhere, or else that for some reason men buried the timber at that depth.

The Lagrange formation is almost the same as that known in Mississippi as the Wilcox. It consists generally of very irregularly bedded sand with lenses of clay in places and also layers of lignite.

A microscopic examination of the samples collected from the well brings out facts which may be used to modify and extend the driller's notes, but no modification or addition of great economic importance was found to be needed. The sand grains are much like those found throughout the Lagrange formation with the exception of the water bearing sand in which the grains show a remarkable rounded form though a great variety in size. As a general

rule the smaller the sand grain the less rounding it shows, but in this water bearing sand even the small grains show a good deal of rounding. On account of its peculiar makeup and also because of its stratigraphic position, it seems to be a sand not before reported as a water bearing layer. It may have, like many other sands of the Lagrange formation, only slight extent, but the great thickness of clay and silt overlying it is sufficient basis for attempting to sink wells to this sand in other points in the region, for even if it were not found it is probable that another sand would be found at nearly the same position."

The well is 10 inches in diameter and is cased with genuine wrought iron pipe for 460 ft. the remaining 26 ft. is formed by a 10-inch Cook screen with openings 10/1,000 of an inch wide. This screen rests on the clay bed below the water bearing sand.

Upon completion the well was tested out, pumping 200 gallons per minute which was the capacity of the pump, the static head being 72 ft. below the surface of ground at well or 90 ft. below top of rail. The analysis of the water is as follows:

| | |
|-------------------------------|------|
| Iron, aluminum and silica ox- | |
| ides | .817 |

| | |
|---------------------------|-------|
| Calcium carbonate..... | 3.033 |
| Magnesium carbonate | .700 |

| | |
|------------------------------|-------|
| Total incrusting solids..... | 4.550 |
| Alkali chloride | .560 |
| Alkali sulphate | .630 |
| Alkali carbonate | 1.703 |

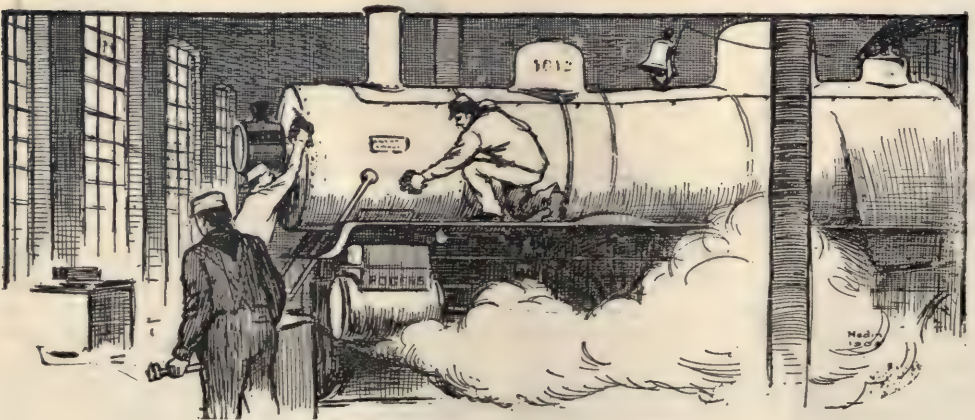
| | |
|----------------------------------|-------|
| Total non-incrusting solids..... | 2.893 |
|----------------------------------|-------|

| | |
|--------------------|-------|
| Total solids | 7.443 |
|--------------------|-------|

This would indicate an excellent drinking water and a fair water for boiler use, the most objectionable element being the iron which would cause discoloration of vessels in which the water was allowed to stand.

The well was drilled by the Company forces using the hydraulic rotary method in which the drilling is accomplished by rotating the entire string of casing with a toothed cutting shoe on the lower end. The rotation under pressure cuts and grinds up particles of the material that is being penetrated and they are carried to the surface by water that is pumped down the casing under pressure and rises on the outside between the casing and wall of the hole.

Photograph of the derrick and drilling outfit, also photograph showing discharge from well are reproduced herewith.





Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Baggage and Mail Traffic Department. Information and Instruction Bulletin No. 1

Chicago, Ill., December 1, 1915.
WE will hereafter issue bulletins from time to time, the chief object of which will be to promulgate items of general interest to our baggage agents and train baggagemen. We will also include in these bulletins such instructions and comments on existing official instructions as may be deemed necessary. We hope these bulletins will serve a useful purpose and will be of interest to the employes of this department. These bulletins should be preserved for future reference.

Loss of Stationery and Other Company Material.

1—We are often called upon to trace for the loss of chewing gum from packages of supplies for vending machines, and lead pencils, erasers, pens, etc., from stationery packages. In nearly all such cases it develops that the packages are received at destination in bad order, although in the majority of cases some, or all, of the train baggagemen handling the packages have no record of such bad-order condition. Train baggagemen and agents at transfer points can effect a considerable saving and obviate a great amount of correspondence and tracing if they will give more attention to the condition of such packages and take a little time to put bad-order packages in proper condition, restoring

any articles which may have dropped out of them, and making the proper record of all bad-order packages.

Unnecessary Use of Valuable Package Labels.

2—Train baggagemen who have been in the service for more than a year or two will have no difficulty in recalling the enormous number of valuable package labels which were formerly used indiscriminately on mail matter, Company's supplies, broken castings, and other matter of every conceivable nature. We think we have done a real service, both to the Company and its employes, by the elimination of a very large percentage of the valuable packages, and if train baggagemen will call our attention to the improper use of valuable package labels on wheel reports, other reports and material not requiring them, we shall be glad to take the matter up for correction.

Checking Baggage and Personal Property on Passes.

3—Under a recent ruling of the General Solicitor, it is held to be not contrary to the Interstate Commerce Law to check baggage in excess of 150 lbs. and such property as dogs, baby cabs, bicycles, etc., for employes of the Company traveling on passes. This refers only to personal property accompanied by the employe checking it, and not to such commodities as butter,

eggs, groceries, etc., not accompanied by the owner.

New Forms of Station and Train Baggage Waybills.

4—We now have in press revised forms of station baggage waybill, form GBO 4, and train baggageman's local and through waybill, form GBO 22, which we think are decided improvements on the present forms. The station baggage waybill is somewhat enlarged, giving more writing space, and the heading is rearranged to provide more satisfactory space for writing the name of the station, date and train numbers. Some unnecessary parts of the heading on the train baggageman's waybill are eliminated and more space provided for the necessary writing.

Loss of Requisition Books.

5—Considerable confusion in the stationery department is caused by the loss of requisition books which are returned to agents after their requisitions have been filled. Train baggage-

men and agents at transfer points should see that these books are carefully handled and properly delivered to the agents at destination. If the losses cannot be stopped otherwise, it may be necessary to forward these requisition books under valuable package labels, a measure which we desire to avoid, if possible.

Failure to Make Bad-Order Records.

6—In two or three cases recently this Company has been obliged to assume entire responsibility for damage to baggage, which our investigation leads us to think was in a damaged condition before delivery to us. If agents and train baggagemen will carefully note the condition of baggage, make the proper records of bad-order condition, and avoid giving clear receipts for baggage which is in bad order, it will save the Company a good deal of money in the payment of claims for damage to baggage.

H. L. Fairfield,
Manager Baggage and Mail Traffic.



CHRISTMAS DISPLAY OF BEAMAN DRUG COMPANY, BOWIE BLDG., CHICAGO, ILL.



The above represents the bronze figures to be placed on the marble monument, located on State Capitol Grounds, Jackson, Miss., and dedicated to the Confederate Women of Mississippi.



Accounting Department Meetings

By L. R. Gleaves, Chief Clerk to Master Mechanic, Paducah, Ky.

THE writer having had the pleasure of attending meetings held with Accounting Department forces, the past few months, both at Memphis and Chicago, is of the opinion that much good should be accomplished from these meetings in the way of perfecting accounting on this system.

As all may not understand just what meetings are referred to, by way of explanation, will state, that for the past several months, meetings have been held at Memphis, for Southern Lines and Y. & M. V. accounting forces and at Chicago for Northern and Western Lines accounting forces.

These meetings are held once each month and are presided over by Mr. J. F. Dartt, Auditor of Disbursements. The meetings are held for the purpose of bringing all accountants and others interested together with a view of getting a clear understanding as to the requirements of both the Interstate Commerce Commission and the Illinois Central as to proper accounting of disbursements and the proper reporting of same.

At these meetings Mr. Dartt first calls attention to errors and matters that are not uniformly handled which have been noted in his office in the previous month's reports, in order that the accountants concerned may have a thorough understanding of how such matters should be handled.

After bringing the attention of all concerned to these errors, and matters

that are not uniformly handled, any new instructions which may have developed since the last meeting are discussed. Questions are then called for and each present, who desire information on any subject, on which they are not clear, present same, and are properly instructed. It is quite often, in the discussion of these subjects, that other good points are brought forth and acted upon.

Present day accounting is much more complicated than in previous years and too much time and study cannot be given this important matter.

While numerous circular letters of instruction on accounting are issued by the Auditor's office each month, still a more thorough understanding can be obtained by one office in a personal discussion of the instructions.

Co-operation is as essential in accounting as in any other line of railroad work, and there is no doubt but that good can be accomplished from such meetings as opportunities are presented for one office to obtain good points which are in practice in another office and verbal instructions are usually clearer and better understood than written instructions. Another good feature in connection with these meetings is the fact that in the course of their work during the month, various questions come before the accountants on which they would like to have advice and which can be jotted down and brought

up at the next meeting, whereas probably no effort would be made to handle same by correspondence.

If all accountants will get in the practice of making these memorandums each time a question occurs to them and present same at the meetings still more can be accomplished.

One not familiar with accounting cannot conceive of the many complications which arise from month to month in

railroad accounting which are necessarily left to the judgment of the accountant, and different accountants will naturally make different decisions. Correct solutions can be better obtained by bringing same up for discussion at these meetings.

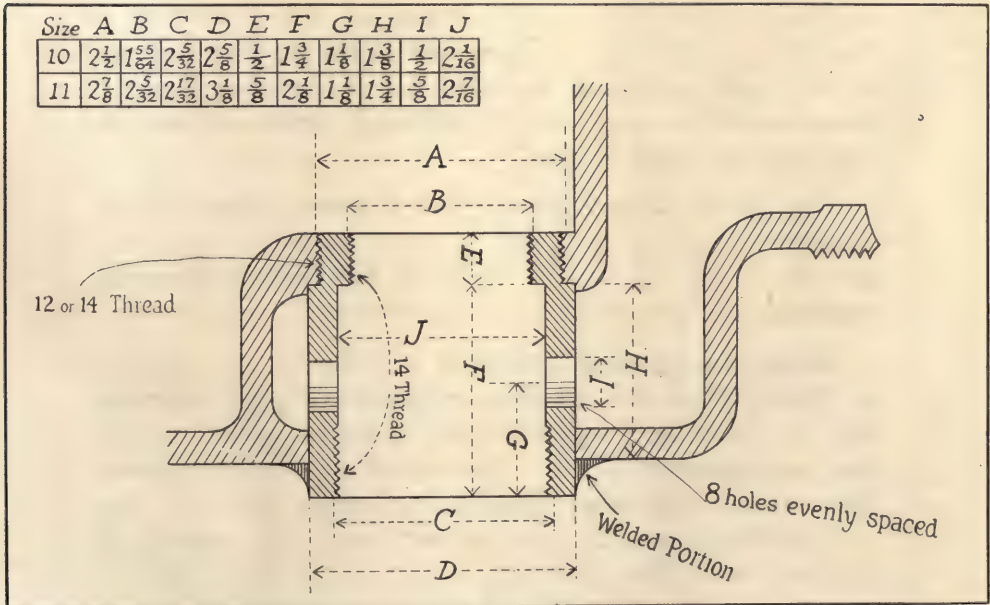
It is to be hoped that the accountants will realize the importance of these meetings and take advantage of the opportunities offered.

Method of Repairing Shells of Simplex Injectors

Editor, Dear Sir:

Enclosed please find a sketch of a method of repairing the shells of Simplex injectors where the seat for the steam nozzle has cut out. On account

seat and in the corner where it projects through the shell is welded with the oxy-acetylene torch, using manganese bronze filling rods and a special brazing compound. This makes the



of the design of the injector it is impossible to bush the nozzle seat without bushing the mouth of the shell. After experimenting with different styles of bushings I adopted this method as the best and cheapest. The bushing is screwed tight into the nozzle

shell practically as good as new. The dimensions shown are for 10 and 11 injectors, the sizes most used on this system.

Yours truly,

E. L. BOWEN,
Air Brake Foreman.

McComb City, Miss.

ILLINOIS CENTRAL

— AND —

The Yazoo and Mississippi Valley Railroad Companies

Special Publicity Bulletin

Washington, Oct. 18.—“With the price of cotton going up are you, Mr. Banker, Mr. Business Man and Mr. Farmer, going back to the old way?

“The history of the agriculture of the south has been a history of lean years and fat years. The farmer has lived in distress because short crops and big prices are almost invariably followed by big crops and low prices.

“If we would produce our own living it would steady the whole system and keep the boat from rocking. The entire agriculture of the cotton belt has been a gamble. There has been no safety in it. It has not produced a rich and prosperous people because of the uncertainty, although cotton is one of the greatest cash crops.”

The above is an extract from a letter addressed to planters, business men and bankers in the cotton belt by Mr. Bradford Knapp, chief of the farm extension work of the United States Department of Agriculture.

When the price of cotton is satisfactory, prosperity in the south is assured, but—when the supply exceeds the demand and logically the price is forced down (as has happened) below the cost of production, under the one crop system there is no other product, the profits from which the grower can rely upon to recoup his cotton losses.

With millions of acres of land which, if properly tilled will PRODUCE MORE VARIED CROPS IN GREATER QUANTITIES than the same NUMBER of ACRES in any other section of the Union, it would seem that DIVERSIFICATION is the only safe anchor for the agricultural ship of the south.



LOCAL TALENT and EXCHANGES



COURTESY.

By C. B. Edwards.

All the courtesies of manner
Should be with you all the time,
If you wish to be successful
On the ILLINOIS CENTRAL
LINE.

Many lives are often saddened
By events we do not know;
We should show them true politeness,
And the things they **wish** to know.

By so doing you will help them,
Also help the "I. C. Line";
Just a kind word, rightly chosen,
Will be cherished for all time.

Sometimes people try our patience
With their queer, exacting ways;
But use tact with all your efforts,
For at last it surely pays.

All the grandeur of great riches
Will not make you good and kind,
If your heart is like an anvil
And you have a selfish mind.

Gently speak to those around you,
Be polite and also kind;
Then they'll purchase tickets from you
For the hustling "I. C. Line."

THE LONE HALF RIDE.

Up the aisle the conductor strode,
The sternest conductor upon the road.
Under his blue cap, left and right
He gazed, 'till Jim Blank met his sight.
"Tickets!" The blue clad form stood
fast.
"Tickets!" Jim's turn had come at
last.

But, as the punch made a glittering
track
Up to his ticket, Jim snatched it back.

He leaned far in toward the window
sill,
And shook the ticket with dauntless
will,
"Punch if you must this ticket red,
But spare that lone half ride," he said.
A shade of sadness, a touch of shame,
O'er the conductor's stern face came.
The nobler nature within him stirred
To life at that pale commuter's word.

"Who touches a hair of yon half ride,
Dies in his tracks! Now punch!" Jim
cried.

Slowly was heard the fatal crunch,
Slowly the dread hand worked the
punch,
And strong men trembled in every
limb
As the ticket was handed back to Jim.
The grim conductor went on his way.
But the lone half ride was saved that
day.

—W. C. S., Tribune.

THE 1099

Come all you firemen,
And get in line,
And I'll tell you a little story
'Bout the 1099.

She's a running soul,
Sho' as you'r born
But you got to be a "Cutter"
Or you can't stay long.

The Engineer,
Is Geo. Barnett,

Whose had many a different fireman,
But not a single pet.

He'll treat you right,
When all is well,
But you'd better raise dat pop,
Don't there's gonna be Hell.

Look out for 1099—
Look out for No. 3.
Look out for Engineer Barnett,
And Fireman King Bee.

"RED HOT WIRE"

By C. B. Edwards

If you wish to be successful
And to fame you do aspire;
Then you should get down to business,
Be a lively, red hot wire.

If you have a fair position
And you wish to rise still higher,
Keep your head above the level;
Be an earnest, red hot wire.

If you're picking plums around you
And they're better ones up higher;
Don't be 'fraid to climb the ladder;
Be a daring, red hot wire.

If you're in an open contest,
Don't be 'fraid you'll break a tire;
Open wide life's throbbing throttle,
Be a lighting, red hot wire.

If your friends are jealous of you
And would push you in the mire;
Rise above those envious people,
Be a fighting, red hot wire.

If you're rowing 'gainst life's current
And your brain appears to tire,
Say, "I'll conquer, yes, I'll conquer,
Be a dashing, red hot wire.

If you're working for a railroad,
Say the ILLINOIS CENTRAL
LINE;
You should be a red hot wire,
Then you'll get there every time.

LAUGH

These verses were found after his recent death in a scrapbook that had be-

longed to Gus Williams, the famous German comedian. They were his own. At one time the well known actor was a prolific writer of verse, which he used in his stage work:

Build for yourself a strong box,
Fashion each part with care,
When it's strong as your heart can make it,

Put all your troubles there;
Hide in it all thoughts of failures,
And each bitter cup that you quaff,
Lock all your heartaches within it,
Then sit on the lid, and laugh.
Tell no one else its contents,
Never its secrets share,
Drop in your cares and all worry,
Keep them forever there;
Hide them from sight, so completely
That the world will never dream half;
Fasten the strong box securely,
Then sit on the lid, and laugh.
—C. & O. Ry. Co. Employees' Magazine.

THE TWO FLAGS.

By Kathleen Pinkerton, Age 14.

The bells are pealing, and soldiers old
and gray
Are marching, as they did in years
gone by,
And o'er a grave a wreath of flowers
gay,
Is strewn with saddened face, and
tear-dimmed eye.

Only a soldier; yet how strong and
brave
He left his home, and all his dear
ones, too,
And now he lies within a soldier's
grave,
And o'er him floats two flags, the
grey, the blue.

Symbol of peace; how glad we are to
see

The flag for which he fought so well
and long.
In peace with all, float o'er a people
free,

Whose voices swell in one grand
freedom song.

From the
Law Department

Biographical Sketch No. 18



WILLIAM ANDREW HOWETT

Local Attorney of Illinois Central R. R. Co. for Cook County, Ill., 1898-1906.



Residences. Jackson Miss.



WILLIAM ANDREW HOWETT was born in Flora, Ill., June 17, 1858, and died in St. Louis, Mo., February 13, 1907. He was graduated from the public schools of Flora when 16 years of age; studied law and was admitted to the bar at 19; was graduated from Valparaiso (Ind.) University at 21 and was an instructor there for one year; he then engaged in the general practice of the law at Hillsboro with Hiram Rutledge, and upon the latter's death succeeded to his practice. He then formed a partnership with Jesse J. Phillips, who later became a Justice of the Supreme Court of Illinois, and afterward with Thomas M. Jett, who later became a member of Congress and is now a Circuit Judge in southern Illinois.

Mr. Howett was Master in Chancery for Montgomery County, Illinois, 1894-1902; and Mayor of Hillsboro, 1889-1890; and connected with many important corporate enterprises of that city. He was also Captain of Company "E" of Fifth Illinois Regiment, National Guards, which did meritorious service in Cuba during the Spanish-American War.

Mr. Howett's first connection with the Illinois Central was as local attorney for Montgomery County, Illinois, the firm being Jett & Howett; on July 18, 1898, he was appointed Local Attorney for Cook County, in charge of the trial work in Chicago, and he held this position until January 1, 1906, when, failing health compelled him to resign. He made an enviable record. Although important cases were constantly being tried, there was a period of about three years when not one Cook County judgment, unfavorable to the Company, was affirmed by either the Appellate Court or the Supreme Court. His success was in no small measure due to his pleasing qualities as an advocate.

He was married in 1880 to Ida M. Rutledge, whose great-grandfather was Edward Rutledge of South Carolina, one of the signers of the Declaration of Independence, and whose father, Edmund Rutledge, was United States District Attorney for Mississippi in 1868, and

later United States District Judge. She died on April 27, 1905. Mr. Howett left three sons surviving: William Roy Howett, a Mining Engineer in Peru; Wilbur Edmund Howett, a Director of Sales of Railway Supplies in Chicago, and Hugh Drexel Howett, in the service of the Seal Products Company. His elder son, Guy Earl Howett, died in the service of the United States Navy in 1905.

COMMERCE NEWS

What is a reasonable rate? This question is of great interest to rate regulating bodies as well as to the men charged with the responsibility of managing the affairs of railroads. We frequently hear it asked in proceedings before Commissions. In his address before the American Association of Traveling Passenger Agents in Boston, Mass., on October 4, 1915, Mr. Howard Elliott, Chairman of the Board and President of the New York, New Haven & Hartford Railroad Company, made this answer: "The commissions should be required, in ascertaining and determining what is a reasonable rate, for any service, to take into account and duly consider the value of the service, the rights of the passengers, shippers and owners of the property transported, the expenses incident to the maintenance and operation of the carrier property; the rights and interests of the stockholders and creditors of the corporation; the necessity for the maintenance in the public service of efficient means of transportation and for the establishment from time to time of additional facilities and improved service; and, in addition thereto, any further considerations pertinent to arriving at a just conclusion. All of these things must be considered by the man charged with the responsibility of managing a railroad, and by the commissions who review his acts, because in no other way are we to be able to get the money necessary to carry on these great institutions and do the great transportation work of the United States. The question of a reasonable rate, taking into account all the conditions which go to make that rate reasonable, is one of the



Jackson
Miss.



Churches



most important matters now before every man who works for a railroad in this country. More and more should we impress on the revision bodies that if by public order the railroads must assume a constantly greater burden of facility and of expense, hand in hand with that order should go some assent to the railroads to receive a higher rate to pay for the additional cost of providing the new facility for the additional service."

Excelsior Rates.—The last chapter in a series of cases (the opinion in the first of which was filed December 29, 1911) was written on November 2, 1915, when the Interstate Commerce Commission in "*The Excelsior and Flax Tow Cases*," 36 ICC 349, authorizing the carriers to advance their rates from 17 to 20 cents per 100 pounds from St. Paul to Omaha and other Missouri River cities, to and including Kansas City, and their rates from Dubuque, Iowa, to the Missouri River cities, Omaha to Kansas City, inclusive, from 14½ to 17 cents per 100 pounds, subject to a 20,000-pound minimum and Rule 6-B of the Western Classification. The Commission directs attention to a line of cases holding that rates may be too low, viz.: "A rate may be unreasonable because it is too low as well as because it is too high. *Maximum Rate Cases*, 167 U. S. 479, and this Commission regards as unreasonable a rate which is so low as to be noncompensatory or which may or does transfer a portion of the cost of transportation to other traffic, *Lumber Rates from the Southwest to Points North*, 29 ICC 1, 15, and has, on occasion, refused to find a challenged rate to be unreasonable even when a carrier was willing, for self-serving purposes more or less obvious, to admit unreasonableness in the rate. *Rates on Empty Beer Packages Returned*, 26 ICC 4, 6. It has power to suspend a reduction in rates to prevent discriminations. *Suspension of Rates on Packing House Products*, 21 ICC 68; *Board of Trade of Chicago vs. I. C. R. R. Co.*, 26 ICC 545, 552."

Import Rates.—The Commission was requested to determine the propriety of

the import rates on brewers' rice from Gulf ports to various destinations which were lower than the domestic rates on brewers' rice from and to the same points. After an investigation, these were the conclusions reached: (a) that since these import rates are not made with relation to the domestic rates but are controlled by and made differentials under the import rates on brewers' rice from north Atlantic ports, the circumstances and conditions surrounding those rates are substantially dissimilar from those surrounding the domestic rates, and that the allegation of unjust discrimination, except where the differential in import rates is greater than the recognized differentials between the Gulf ports and the north Atlantic ports, has not been proven; and (b) that the relationship between the import and domestic rates on brewers' rice from Gulf ports to Pueblo, Colo., Salt Lake City, Utah, and other points at which similar rate relationships obtain, is unjustly discriminatory, and that where defendants maintain from the Gulf ports import rates on brewers' rice that are more than 6 cents lower than the import rates contemporaneously in effect from New York to the same points, it is unjustly discriminatory to charge higher rates on domestic than on import shipments.—*In Re Import and Domestic Rates on Brewers' Rice*, 36 ICC 389, opinion by Mr. Commissioner Clark, November 8, 1915.

Coal Rates.—Following advances sustained in the 1915 *Western Rate Advance Case*, the Commission allowed to become effective the tariffs of several lines which had not been transferred to the *Western Case*. The opinion reads in part: "The amount of the proposed increase is generally 10 cents per ton. By way of illustration, the existing rate from Fulton County and northern Illinois to Davenport, Iowa, is 85 cents per ton on lump coal and 75 cents on fine coal. These rates, which are important because upon them are constructed more rates to interior Iowa points than upon the rate to any other crossing and which apply also from Peoria, it is proposed to increase by 10 cents." The respondents

show that the increased rates on bituminous coal proposed in the 1915 *Western Rate Advance Case*, 35 ICC 497, were found to have been justified and the suspension orders against the tariffs involved herein, including those of the Illinois Central enumerated above, vacated; that the same reasons which moved the Commission to permit the increases in the bituminous coal rates involved in that case are presented in this case; and the Commission finds and concludes that the advances proposed in the instant case have been justified. The orders of suspension will be vacated effective December 29, 1915.—*Coal from Illinois Mines*, 36 ICC 549, opinion by Mr. Commissioner Daniels, November 24, 1915.

Making of Fraudulent Claim

IN connection with the making of a fraudulent claim against one of the eastern lines for alleged loss of property transported in interstate com-

merce, J. Goldleger has been convicted in the U. S. District Court at Scranton, Pa., of violating Section 10 of the Act to regulate commerce and sentenced to six months in jail and to a fine of \$100.—*Traffic World*.

AUTO FIRM AND SALESMAN FINED IN FEDERAL COURT

THE Wisconsin Auto Sales Company, which was found guilty a few days ago of having attempted to pad a claim for damages to an automobile body in shipment, was fined \$500 by Judge Geiger.

Orton C. Collins, who was salesman of the company, also found guilty, was fined \$200.

The federal officials alleged that the damage to the body of the machine amounted to only \$15 and the company sent in a bill to the railroad company of \$100.—*Milwaukee Sentinel*.

The attached letter complimentary to Conductor R. W. Carruthers is an added proof that on any railroad courtesy is an asset.

940 East 42nd Place. Telephone Oakland, 4576.

Mr. Clift,

Dear Sir:—In looking over The Tribune this a. m., and coming upon the tribute paid to a Northwestern conductor, feel that I have a tribute to one of your grand employees.

On October 27th I boarded the early train at Macon. Was very ill all the way to Chicago and but for conductor's kindness to me, would not be here to write his praises. He was not only attentive and courteous, but royal in his devotion.

He made me a bed in the end of the coach from his own pillow and comfort and kept a strict watch over me all the way to Chicago. When reaching 43rd Street Station he carried me from the train and with the assistance of a friend brought me to my own door and I am unable to rest till telling his superior what he did for me.

My lamented husband was at one time general superintendent of the A. T. & S. F. R. R., and I well remember, how pleased he always seemed to be, when reports of some gallant deed of his employees reached him.

I am fearful that I did not express to Mr. Carruthers all the gratitude that was in my heart and will you kindly convey to him all I failed to do?

Sincerely yours,

Mrs. D. J. Chase.

Chicago, November 3, 1915.

A Tribute to Women

By Kenneth L. Van Auken*

PRESIDENT RIPLEY of the A. T. & S. F. Ry., in his address to the railroad presidents at a dinner given in his honor in Chicago recently, began with a glowing tribute to his wife who, he said, had made his great success possible. President Ripley rose from the ranks.

Many men owe their success to their wives' encouragement, sympathy and co-operation. A woman's faith has lifted many a man from poverty and mediocrity to affluence and fame—has often restored confidence and faith in himself when he was almost ready to quit. No other influence in a man's life is so potent.

Every man is capable of doing more and better work, but he needs the constant stimulus and help of an unselfish woman who sees beyond the petty trials of his daily work—who has her eyes fixed on the job higher up and whose faith in his ability to reach it never wavers. These women are the Mrs. Ripleys, and the world is full of them.

A man who would rise must learn more and more about his work. He must learn how to do his own work as well or better than those about him and how to do the work of those above him. This he can only accomplish by working, reading, thinking and studying. Of these, reading is most important because a man will naturally think about and study that which he reads and he will then apply the knowledge to his daily work.

Many of our great men educated themselves by reading—Lincoln, Edison, Westinghouse and many others. The day was never too long or too hard for these men to prevent them reading some at night. If a man will acquire but one new fact or idea each day for a few years, his success is assured.

The power to rise lies within reach of every railroad employe—and his wife. The railroads offer good opportunities for promotion of employes from section foreman up—all depends on desire, ability, experience and education—and practical (not college) education is the prime factor. Any employe can educate himself in railroad work, if he will read, so that he can hold almost any position.

Recently the technical magazines have been paying more attention to the education of the trackman and it is now possible through the magazines and through books written by trackmen, for trackmen, to gain much valuable information besides that obtained by experience. Any man who is ambitious should cultivate the habit of reading and should not neglect to avail himself of all the information available, not only on track subjects but on railway subjects of a more general nature. This will tend to make him capable not only of holding down the higher positions of the track department but possibly of graduating from the track department into the higher paid positions.

*Author of "Practical Track Work."





LOSS & DAMAGE BUREAU



Our Aim

THE aim of each officer and employee of these companies—upon whom the duty devolves—should be to see that all shipments that our patrons favor us with are delivered at destination in good condition. The very best solicitor that we know of is the careful handling of all shipments and the making of schedule time, for it is a fact that cannot be controverted that shippers will patronize the line that gives them the most efficient service which, as a matter of course, includes regularity of delivery and arrival at destination in saleable condition. There are certain classification requirements which experience and the rules have taught us must be complied with in order to successfully handle freight shipments, and when shipments are accepted not conforming with these requirements the liability for unsatisfactory service is greatly increased, and there is no valid defense that the carrier can offer when claim is presented. Shipments arriving at destination in damaged condition, or those that are lost in transit, are of course irritating and expensive to the carrier, but infinitely more so to the shipper.

Some of the requirements which seem to be overlooked more frequently than others it is our purpose to call attention to in this article.

LIVE STOCK—SOUTHERN CLASSIFICATION 41; A L S O LIVE STOCK TARIFF 144-B, reads as follows:

“Horses and mules may be loaded in mixed carloads without requiring partitions between the two kinds of stock, at the discretion of shipper. Stallions and jacks, if loaded in cars

with horses and mules must each be separated by strong partitions and securely tied.

Other kinds of stock may be loaded in mixed carloads on the same floor, if separated by strong partitions. Young calves, except suckling calves accompanied by cow and yearling cattle must be separated from larger cattle by strong partitions. When cow is accompanied by suckling calf or mare by suckling colt, each cow with calf and each mare with colt must be separated from the other stock by strong partitions. Bulls, if loaded with cattle, must each be securely tied and separated from the balance of the shipment by strong partitions.

Partitions must be put in by, or at the expense of the owner or shipper and without injury to the car.”

The interior of stock cars when placed for loading live stock should be thoroughly inspected to see that there are no protruding nails or bolts to cause injury to the stock, and when loaded in the manner described above, with the elimination of rough handling and delay, satisfactory service is assured. It is very essential that live stock should reach the market particular days for which it was intended, and every effort should be made to do this.

Household Goods—Will quote below from Southern Classification No. 41, page 120, No. 1, article (b).

“In addition to the General Rules applicable, the following Special Rules must be observed on L. C. L. Shipments: Trunks filled with Household Goods must be boxed or crated;

Bedding, including Mattresses, must be boxed or crated, or in bundles thoroughly and completely wrapped and securely tied; Stoves and Ranges, cast iron, or with cast iron bases and tops, must be boxed or crated. All other Household Goods, except Furniture, must be packed; Furniture must be wrapped, crated or boxed, in accordance with the requirements of the classification for New Furniture, L. C. L.; chests must be securely nailed or strapped. Each article of furniture, chest, trunk, bundles or box, except when loaded in Moving Van Bodies, must be marked in accordance with the requirements of General Rule 7."

Household goods so prepared, each piece plainly marked either with stencil or good tags securely tied, will greatly assist in delivering these shipments at destination in good condition.

Cement—Western Classification No. 52 (Item 7, page 99). Official Classification No. 40 (Note No. 2, No. 1, page 51). Southern Classification No. 41 (Item 8, page 45) and Illinois Classification No. 10-A (Item 7, page 71) provide the following regulations to govern shipments of returned empty cement sacks:

1—Sacks when shipped in bundles must be securely bound with not less than three separate wire or rope ties, rope to be not less than 3/16 inch in diameter.

2—Each bundle must be tagged with a linen tag securely attached by

wire, showing names and addresses of both consignor and consignee.

3—Freight charges must be fully prepaid.

A great number of returned empty sacks are received by the different cement companies and they are unable to give shippers the proper credit, unless they are handled as outlined above, and the addresses of both consignor and consignee shown on tags. The various cement companies take exception to every shipment that we attempt to deliver them which is not handled in accordance with the above requirements.

Forwarding agents should call the attention of patrons to these rules and insist on shipments being properly prepared for transportation at the time they are tendered, and at junction points where shipments are delivered to us by connecting lines, the agent should insist that Classification Requirements must be observed and the shipments put in proper condition before delivery to us is made.

The Loss and Damage Bureau will be very glad to be advised in all cases where agents experience any trouble at junction points with connecting lines.

It will be found that shippers will be only too glad to co-operate with you in your endeavor to give them good service, as they are as much interested as we are that the consignee be satisfied with the shipment when it reaches destination.

Why the Dining Car Is the Most Important Car in the Train

Chicago, November 1, 1915.
Refer to file 40.

Mr. T. J. Foley,
General Manager.
Dear Sir:

To the successful operation of dining cars, two things are essential: First, good meal service to patrons of the road; second, economical operation of the cars, both of which cannot be had without the co-operation of all concerned

in the handling of the cars, especially the division forces, who must handle the switching, watering, icing, coaling and other matters in connection with the cars while operating over the road.

While I believe we are now getting the co-operation of the division people in connection with the handling of our diners, I also believe this co-operation could be made more forceful if the men handling our diners could be shown that from a handling standpoint, the dining car is the most important car in the train; for the following reasons:

Dining cars are equipped with costly china and glassware which is easily broken, especially through rough handling of the car by the switching crews. The loss each year through equipment being broken on account of rough handling by switching crews is no small amount, and in my opinion it is something that can be practically eliminated if given proper attention on the part of the division people.

A large stock of perishable supplies, such as meats, fruits, and vegetables, are carried on dining cars which necessitates icing of the car at regular intervals. Failure to properly ice these cars results not only in loss of supplies, but loss of revenue through not having the items to serve at the following meals.

On dining cars while out on the road, there is a full crew of men, the wages of which amount to approximately \$15.00 per day, and any delayed handling of these cars while being dead-headed from one point to another results in a loss through unnecessary wages having to be paid the crew.

My idea is, that a plan of enlightenment should be started with a view of having all men concerned in the handling of dining cars, understand the importance of these cars, so that they will be given the consideration they merit and not have applied to them, the same handling that is given a coach or other cars in the train, for taking into consideration the loss that can result from improper attention given to the cars, it can be easily seen that the dining car IS the MOST IMPORTANT car in the train.

We do not want to be misunderstood in this article, for we will admit that we have the hearty co-operation of all concerned, but we are merely writing these few lines in hope that it will reach some of the people who do not fully realize the important part they may play in the successful and economical operation of dining cars.

Yours truly,

(Signed) W. C. FRANCIS, Superintendent Dining Service.

Appointments and Promotions

Effective December 1, 1915, Mr. Henry B. Hull is appointed general claim agent, with office at Chicago, the position of chief claim agent being abolished.

Claim agents on Northern and Western Lines will report direct to the general claim agent.

Effective December 1, 1915, Mr. Philip M. Gatch is appointed assistant general claim agent, jurisdiction over

lines south of the Ohio River, with office at Chicago.

Effective December 1, 1915, Mr. Edgar W. Sprague is appointed assistant general claim agent, with office at Memphis, Tenn., the position of assistant chief claim agent being abolished.

Effective November 10, 1915, the following appointments are made: Mr. Charles R. Phoenix, general eastern

agent, headquarters 291 Broadway, New York, N. Y., vice Mr. Walter E. Downing, deceased.

Mr. William B. Ryan, commercial agent, 907 Oliver Building, Pittsburgh, Pa., vice Mr. Phoenix.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

K. F. Emmanuel, gatekeeper.

R. J. Fraher, gatekeeper.

T. C. White, gatekeeper.

Margaret King, gatekeeper.

Suburban Conductor Jas. M. Hall, on train No. 342, Oct. 11th, lifted monthly commutation ticket account having expired and collected cash fare.

Suburban Conductor Geo. Miller, on special train, October 14th, lifted monthly commutation ticket account having expired and collected cash fare.

Suburban Collector N. J. Crosby, on train No. 322, Oct. 16th, lifted monthly commutation ticket account being in improper hands and collected cash fare.

Suburban Flagman F. J. Statesly, on train No. 291, Oct. 30th, lifted monthly commutation ticket account having expired. Passenger declined to pay fare and was required to leave the train.

Conductor E. M. Winslow, on train No. 34, Oct. 10th, declined to honor going portion of round trip card ticket account having expired, and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor C. H. Draper, on train No. 4, Oct. 12th, declined to honor card ticket account having expired.

Passenger refused to pay fare and left the train.

Conductor D. Ryan, on train No. 3, Oct. 17th, declined to honor going portion of round trip card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Weigel, on train No. 25, Oct. 20th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Mallon, on train No. 25, Oct. 24th, declined to honor returning portion of homeseeker's ticket account having expired and collected cash fare.

Conductor H. B. Jacks, on train No. 22, Oct. 31st, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund.

St. Louis Division

Conductor C. T. Harris, on train No. 21, Oct. 5th, lifted expired card ticket from passenger who admitted having previously secured transportation on same, and collected cash fare.

Conductor W. C. Walkup, on train No. 208, Oct. 11th, declined to honor card ticket account having expired and collected cash fare.

Conductor A. E. Reader, on train No. 23, Oct. 17th, lifted employe's trip pass account not being countersigned and honored other transportation to cover passenger's trip.

On train No. 24, Oct. 18th, and No. 23, Oct. 31st, he declined to honor card tickets account having expired and collected cash fares. Passengers were re-

ferred to passenger department for refund on tickets.

Conductor G. Carter, on train No. 305, Oct. 18th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund.

Indiana Division

Conductor E. N. Vane, on train No. 303, Oct. 9th, declined to honor card ticket account having expired and collected cash fare.

Wisconsin Division

Conductor J. B. Stewart, on train No. 120, Oct. 23rd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund.

Conductor B. Lichtenberger, on train No. 120, Oct. 29th, declined to honor card ticket account having expired and collected cash fare.

Kentucky Division

Conductor C. O. Sims, on train No. 302, Oct. 9th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund.

Tennessee Division

Conductor J. W. Robertson, on train No. 2, Oct. 19th, declined to honor mileage book account having expired and honored mileage from another book to cover trip.

Conductor S. E. Matthews, on train No. 23, Oct. 25th, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor J. S. Wesson, on train No. 133, Oct. 31st, lifted employee's trip pass account being in improper hands and collected cash fare.

Mississippi Division

Conductor O. A. Harrison, on train No. 34, Oct. 12th, lifted identification slip Form 1572, account passenger not being provided with pass and collected cash fare.

Conductor A. M. King, on train No.

3, Oct. 21st, declined to honor mileage exchange passage ticket account being in improper hands and collected cash fare.

Louisiana Division

Conductor M. Kennedy, during the month of October, lifted four mileage books account being in improper hands and collected cash fares.

On train No. 331, Oct. 4th, he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor R. H. Robbins, on train No. 2, Oct. 1st, declined to honor mileage book account having expired and collected cash fare.

Conductor R. E. McInturff, on train No. 331, Oct. 2nd, declined to honor simplex ticket account having expired. Passenger presented another ticket to cover trip.

On train No. 304-504, Oct. 19th, he declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor E. S. Sharp, on train No. 24, Oct. 4th, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 34, Oct. 9th, he declined to honor mileage book account having expired, and collected cash fare.

Conductor L. E. Barnes, on train No.

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 48-page illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Scaly Eyelids and Granulation

34, Oct. 14th, declined to honor mileage book account having expired and collected cash fare.

Memphis Division

Conductor J. W. Chambers, on train No. 522, Oct. 1st, lifted mileage book account being in improper hands and collected cash fare.

Conductor T. D. Waller, on train No. 523, Oct. 3rd, declined to honor mileage book account having expired and collected cash fare.

Conductor J. W. Humphries, on train No. 333, Oct. 10th, lifted mileage book account being in improper hands and collected cash fare.

Conductor G. I. McLaughlin, on train No. 14, Oct. 18th, lifted mileage book account being in improper hands and collected cash fare.

On train No. 15, Oct. 19th, he declined to honor card ticket calling for transportation in the opposite direction and collected cash fare.

Conductor J. S. Lee, on train No. 304, Oct. 28th, declined to honor mileage book account having expired. Passenger presented another mileage book to cover trip.

On train No. 332, Oct. 30th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 331, Oct. 31st, he lifted employe's trip pass account being in improper hands and collected cash fare.

Vicksburg Division

Conductor C. B. Garner, on train No. 12, Sept. 29th, lifted employe's trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

Conductor A. C. Henry, on train No. 111, Oct. 4th, lifted mileage book account being in improper hands and collected cash fare.

New Orleans Division

Conductor A. L. Williams, on train No. 34, Oct. 2nd, lifted 54 ride monthly commutation ticket account having expired and collected cash fare.

Conductor R. W. McBurney, on train No. 96, Oct. 4th, lifted monthly school ticket account being in improper hands. Passenger presented another commutation ticket to cover trip.

Conductor S. K. White, on train No. 22, Oct. 18th, lifted mileage book account being in improper hands and collected cash fare.

Illinois Division

Conductor C. Squires, extra 1645, November 15, has been commended for discovering and reporting I. C. 107303 moving into Champaign without light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor C. H. Martin, train 391, November 17, has been commended for discovering and reporting I. C. 86778 without any light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor O. H. Norman, extra 1644, November 18, has been commended for discovering and reporting G. T. 75448 improperly stencilled. Arrangements were made to correct same.

Conductor H. E. Taylor, train 392, October 26, has been commended for discovering and reporting broken rail two miles south of Hersher on the crossing.

Signal Maintainer W. D. Roberts has been commended for discovering and reporting brake rod dragging under extra 1644 while same was passing Ashkum station, on the morning of October 28.

Engineer J. Holly, who was on No. 10, October 30, has been commended for discovering and reporting switch on the north end of stock track at Manteno unlocked.

Agent B. E. Hull, of Neoga, has been commended for discovering and reporting brake beam down and dragging on train extra 1513, north, while passing Neoga, November 18.

Engineer Catcher, extra 1670, north, November 30, has been commended for discovering and reporting broken rail on north bound main track just north of yard office, at Champaign.

Fireman T. E. Clarke, engine 1081, November 24, has been commended for discovering and reporting tire on back engine truck wheel cracked.

Engineer J. Schlacks and Conductor Evans have been commended for discovering and reporting broken rail the morning of November 27, when extra 1642, south, passed a point about two and one-half miles south of Monee, Ill.

Conductor Callan, extra train, north, October 31, has been commended for discovering and reporting I. C. 94773 with draw bar nearly out.

Switchman M. Thompson has been commended for discovering and reporting brake beam down on car in extra 1580, November 15.

Conductor J. H. Lively has been commended for discovering and reporting broken arch bar on I. C. 120048, November 7, in charge of train No. 74.

Engineer George Dix has been commended for removing piece of timber at overhead bridge south of Peotone, Ill., November 21.

Mr. Cal Shoemaker, section laborer, has been commended for discovering and reporting broken flange on wheel under C. & A. 16100, November 13, train 295.

Section Foreman J. E. Reynolds, at Farmer City, has been commended for discovering and reporting brake beam dragging under I. C. 95785, while passing that point, October 27, extra 1632.

Section Foreman H. G. Mulligan, of Aetna, Ill., has been commended for discovering and reporting brake beam down and dragging on car in extra 1675, south, October 21.

Minnesota Division.

Agent L. J. Dodge, Jessup, Iowa, has been commended for discovering and reporting brake beam down and dragging on car in train extra 1567, west, November 28.

Memphis Division

Section Foreman H. H. Morgan, Sidon, Miss., has been commended for discovering and reporting truss rod down under car in extra 685, north, November 18.

DIVISION NEWS

Springfield Division

Mr. Jacob North went to Detroit, Mich., on personal business and pleasure.

Mr. Charles H. Walton, machinist helper, is going to visit in Auburn, Ky.

Mr. Chas. Hofmann, boilermaker, is

moving his wife and son, Delmar, from Chicago to Clinton.

Mr. H. C. Pennington, boilermaker, and wife will spend the winter in Sanford, Fla. Mr. Pennington has been in poor health for some time.

Mr. Frank M. Rosenbaum, fireman, will go to New Orleans, La.

Mr. E. E. Thompson, machinist, and wife are going to visit in Altoona, Pa. They will go by the way of Indianapolis, stopping there for a short visit.

Mr. J. A. Briley, machinist, was called to his home in Jackson, Tenn., due to the serious illness of his sister.

Mr. F. C. Hills, machinist, is moving his wife, three daughters and one son from Mattoon to Clinton.

Mr. Edward C. Jordan attended the football game at Champaign.

Conductor C. Ott has returned to work after spending three weeks throughout the west, visiting with relatives, also attending the Exposition.



**Have
Healthy,
Strong
Beautiful
Eyes.**

• Oculists and Physicians used Murine Eye Remedy many years before it was offered as a Domestic Eye Medicine. Murine is Still Compounded by Our Physicians and Guaranteed by them as a Reliable Relief for Eyes that Need Care. Try it in your Eyes and in Baby's Eyes—No Smarting—Just Eye Comfort.

Twenty years of honorable success have firmly established Murine "In the World's Eye" as the "Standard of Eye Remedy Quality." Autoists—Golfers—Tourists—Mechanics—All—should have Murine handy by as First Aid in Emergencies.

Ask your Dealer for Murine—accept no Substitute, and if interested write for Book of the Eye Free.

**Murine Eye Remedy Co.
Chicago**



Conductor W. B. Herron has resumed his duties as local conductor on Havana district after several months' leave of absence on account of ill health.

Conductor S. G. McGavic, of Clinton district, has returned to work after a short honeymoon trip.

Yard Clerk T. LeRoy Carmichael has been transferred as switchman in Clinton yard.

Brakeman W. G. Hartman and Switchman M. G. Snow, V. R. Hoff and Geo. Whitcamp have left the service as switchmen in Clinton yard.

Brakeman J. P. Sears has given up local run between Pana and Centralia and is going to take his turn in chain gang out of Clinton.

W. W. Huff, first trick dispatcher, Clinton district, is on vacation, being relieved by Extra Dispatcher O. C. Harwood.

C. E. Ritchie, first trick operator, C. O. office, Clinton, was called home account serious illness of his mother.

T. W. Plate, agent, Maroa, was called to Forreston account death of his father.

T. R. Cox, agent, Macon, resumed duties Oct. 30th after six weeks' vacation.

C. W. Donaldson, agent, Mt. PULASKI, returned Oct. 28th from a visit through the east.

O. L. Martin, operator, Divernon, is off duty account sickness.

Indiana Division

Air-brake instruction car accompanied by E. Bales was at Mattoon, Nov.

11th and 12th. Instructions were given switchmen and yard enginemen.

Messrs. O. L. Lindrew and J. A. Dodge, with business cars 4 and 2874, paid a visit to Mattoon, Nov. 12th and 13th.

J. N. Hardwick and wife, storehouse accountant, left on his vasaation the 14th to visit in southern Oklahoma.

James Warren, piecework checker, has returned to work after being on a vacation of several days.

For your convenience there has
been opened a

Watch Inspection Office in the

Southeast Corner of the Central
Station Waiting Room
Chicago, Illinois

where employes may present their
watches for Comparison
and Inspection

FREDERICK U. GOULD
(Official Watch Inspector)

Complete line of Railroad Watches
carried in stock



Our new building 57,000 sq. feet floor space

S. J. Johnson Company

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Conductor Lighthart has taken the East End Local vice Conductor H. A. Clancy, who has returned to the chain gang and Conductor F. A. Hunt has transferred from 553-562 to the North Pole Limited the new fast freight recently placed in service on the Albert Lea District. Brakemen H. D. Clausen and F. J. Joyce are the lucky applicants for run on Nos. 93 and 94, while J. M. Joyce drew the position of flagman with his Uncle Pat on the Albert Lea-Freeport passenger pool.

A special campaign has been inaugurated on this division to locate and forward all empty box cars for grain and lumber loading with the result that every agent and shipper on the Minnesota Division has become interested and shippers who never gave the matter a thought before are now co-operating with our agents in getting the cars unloaded and away in record time.

Special Investigator Hale of the Loss and Damage Bureau, accompanied by Division Claim Clerk Patrick, Special Agent Hutton, Traveling Engineer Ickes and Train Masters Duckwitz and Brown over their respective districts, made a very thorough check of all stations, with a rating of very close to 100 per cent for the division. Our agents are certainly getting into the game.

The filling at Dubuque yards has been completed, the five new tracks laid and are about ready for use. The improvements at Waterloo are nearly finished, which will place the shops in good shape for the winter.

Dubuque proved the Mecca of numerous football fans on Thanksgiving, crowding our trains to capacity. It is rare that two schools claiming the

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And now Harry Hatfield, a Rock Island clerk at Hamilton Park, has made it possible for you and friend wife to play your favorite pastime all the year around.

Mr. Hatfield has invented a game which is so simple, that any man, woman or child—baseball fan or not—can master and learn to play in five or ten minutes.

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On each card are eight plays, representing eight different situations possible in every baseball game. There are over four hundred and eighty different plays to the deck and a million different combinations.

The game can be played by any even number of players or can be played as solitaire. A box score can be kept showing runs, hits, errors and every possible play in baseball.

It is a game with a moral. Every Railroad man and woman should have one of Hatfield's games, not because we say so, but because it is a real game, "a slice of life," and Hatfield is a Railroad man.

Leagues can be organized, and there are several of them in the general offices right now. World series can be played between the winners of the rival leagues.



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There's a little "inside information" that a man ought to have before he lays his money on the counter for a diamond.



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Then there are "perfect cut" diamonds. But that's no sign they're perfect color.

Then there are "perfect cut" diamonds, "perfect color."

But that isn't saying they're flawless.

Then—ah! then there are perfect cut, perfect color, flawless diamonds. NOW you're talking! That's the ONLY kind that a wise man invests in—for no other sort have a permanent, standard value, the world over.

Now, don't you see how easy it is to be misled by the little word "perfect!"

I guarantee that my whole stock of diamonds is composed of nothing but pure, blue-white, flawless, perfect cut stones, absolutely perfect in every particular.

That's one guarantee for you. But that isn't all. I don't stop there. Here's the Square Deal selling plan that's responsible for my big diamond business.

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1916

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Vol. 4

January

No. 7

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JAMES H. CHERRY,
Assistant General Freight Agent

WAS born in Allegheny, Pa.; began railway service in the Chicago local freight office of the Minnesota and Northwestern R. R. (now Chicago Great Western R. R.) in 1889; entered the service of the Illinois Central R. R. in 1894, as clerk in the General Freight Department, and was appointed Assistant General Freight Agent in 1909.

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The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Ambrose Everett Burnside

(Continued from December Issue)

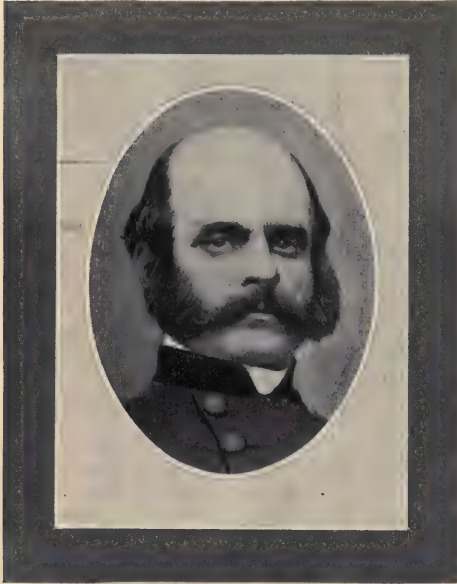
On that date he received his commission as Colonel of the First Regiment of Rhode Island Detached Militia. Ben Perley Poore writes of this:

"Colonel Burnside's activity, energy, industry and military training accomplished wonders. He superintended the manufacture of a serviceable uniform, consisting of dark blue blouse, gray trousers, broad-brimmed felt hat and black waist-belt. He had the thick scarlet blanket of each man converted into a Mexican poncho, by cutting a slit in the center through which the head could be put, leaving the blanket resting as a cloak on the shoulders. He instructed officers and drilled enlisted men; he was quartermaster, commissary, farrier, and surgeon; and his promptness electrified not only the regiment, but the entire population of Rhode Island."

On April 20, just four days after arriving in Providence, Colonel Burnside departed on the New York steamer with six rifled cannon and 500 men,

detachments of one-half of each company; the rest of the regiment followed in two days, all fully armed, equipped and provisioned. It was an extraordinary feat. At New York, transfer was made to the Government transport, *Coatzacoalos*. Colonel Burnside was called on by the great crowd on the wharf to make a speech. But all he said was, "I will make a speech when I come back." His regiment reached Washington April 26, temporarily quartered at the Patent Office. Thursday, May 2, they were mustered in by Major McDowell, and after two weeks at the Patent Office went into camp on Keating's farm, a couple of miles northeast of the city. The camp was laid out as a town, with streets named after those in Providence to make the soldiers feel more at home. Temporary buildings with dormitories, eating and sitting rooms, bore names such as "Chateau de Burnside," "Woodbury Castle," "Aldrich House," etc., in honor of the regiment's Colonel, its

Chaplain, and its favorite Rhode Island citizen. But the soldiers were drilled and spared no pains in any details. Senator Anthony says, "like the Barber of Seville, he was here, he was there, he was everywhere. His government was the autocracy of love, sleep-



GEN. A. E. BURNSIDE.

less in vigilance, yet not oppressive in discipline, no deviation from duty escaped his eye, and no display of merit passed unnoticed."

It is said that he was greatly beloved by his soldiers, but with all his popularity he could not get his breech-loading rifle accepted, though it was twice approved, and he had a company of his sharpshooters armed with it; and he demonstrated its usefulness in active service.

June 10 they joined General Patterson's force in a demonstration against Harper's Ferry, held by General Joe Johnston.

Colonel Burnside trudged along on foot with his men, while his horse was led by the faithful negro servant who remained with him through all his changes.

He returned with his regiment to the former camp, June 25, his men in much

better fighting condition for their marching to and fro in Maryland. Meanwhile there was insistent cry in Washington, and throughout the country, "On to Richmond via Manassas Gap!" a gorge in the eastern spur of the Blue Ridge, through which passed the old "big road" from Washington to Richmond.

But General Beauregard and his big army, behind skillfully erected fortifications, grimly held this natural gateway, named for a popular hotel long kept there by "Old Manasses," though just how strong Beauregard was Washington could not accurately ascertain. One of Burnside's reconnoitering balloons collapsed while being inflated, and the other got away and tore itself to pieces in the forest.

Colonel Burnside commanded the Second Brigade in the Second Division under General Hunter, consisting of First and Second Rhode Island regiments, the Seventy-first New York, the Second New Hampshire and the Second Battery of Rhode Island Artillery, who, as the other brigades, never had manuevered together, and were but little known to their commanders. Against Burnside's protest, President Lincoln, commander-in-chief of the army, insisted on a forward movement, confident of success; and on Tuesday, July 16, 1861, General Scott also ordered a direct assault.

The enemy appeared to be retreating from camp all along the road, leaving half-cooked food and fires still burning. Colonel Burnside thought it a trap, but General McDowell said, "No," and the terrible disaster at Bull Run resulted, Sunday, July 21, 1861, in an attempt to turn the left flank of Beauregard's army after vainly trying the direct assault. Early in the action, General Hunter was leaving the field severely wounded, and he ordered Burnside to assume command of that part of the division in the presence of the oncoming enemy. He did it gallantly, and his own First Rhode Island bore the brunt of the contest. Their retreat was orderly, and early next morning, after an all night march, they were

again in their own camp at Washington, having lost 123 killed and 236 wounded, and the guns of his battery. In spite of the disaster Colonel Burnside at once attracted the attention of the country to his military skill and gallantry. Colonel Burnside tendered to President Lincoln the services of the First Rhode Island Regiment, its term having expired the day before the battle of Bull Run. But the 90-day regiments were all ordered to their respective states, and three-year troops were recruited, but President Lincoln and Secretary Seward rode out to the camp and personally praised Burnside and his men. They returned to Providence Sunday morning, July 28, and were mustered out August 2, a vote of thanks to the regiment being given by the General Assembly. In September, Brown University honored Burnside with the degree of Master of Arts.

General McClelland arrived in Washington Friday evening, July 26, 1861, the day after Burnside had departed with his regiment. Provision for better protecting the city and for organizing the Army of the Potomac at once began, and progressed rapidly. President Lincoln appointed Burnside Brigadier General of the United States Volunteers, August 6, 1861. He at once reported at Washington, and was given command of a provisional brigade.

October 23, 1861, he was ordered to organize a "Coast Division," with headquarters at Annapolis, the men to be mainly from New England, and many of them to be sea-faring.

General McClelland superseded General Scott as General-in-Chief of the Army of the United States, November 1, 1861. He made plans for the whole war with simultaneous movements throughout the whole country, and sent General Burnside on the North Carolina expedition.

With over 12,000 men on 46 transports (11 of which were steamers), 9 propellers armed as gun-boats, and 5 barges armed as floating batteries, in all 47 guns; besides 55 heavy guns on the navy of 27 vessels of different sizes; he started out January 9, 1862, the destina-

tion being a secret, no one being supposed to know but General Burnside and Commodore Goldsborough, who commanded his fleet, the other officers having sealed orders not to be opened till they were six miles from shore. They were caught in a terrific gale off Cape Hattaras, but got through, and, after a severe battle, captured Roanoke Island, and followed it up by the occupation of Elizabeth City, Edenton and Plymouth, N. C. The spoils were five forts, most of the Confederate fleet, and guns, and about 2,500 prisoners, besides a large amount of supplies and munitions of war. Three of the forts he rechristened, "Fort Foster," "Fort Reno" and "Fort Parke."

Rhode Island voted him her thanks and a sword; Massachusetts and Ohio legislatures voted him their gratitude, and President Lincoln made Burnside a Major General of Volunteers. Then he captured Newburn, N. C., March 16, 1862, and Fort Macon April 26, 1862, increasing his spoils of war to 3,600 prisoners, 179 cannon, much ammunition and other supplies, and many flags. After Burnside retired from command of North Carolina he was on his way to Washington, and at Fortress Monroe met President Lincoln and went to Baltimore with him, where Mrs. Burnside joined him. At Washington he had a long interview with Lincoln, Halleck and Stanton. President Lincoln offered the command of the Army to Burnside, who promptly and preemptorily declined. Then he escorted Mrs. Burnside to New York and visited the offices of the Illinois Central Railroad Company on Nassau Street, where he had some business matters to look after, growing out of his former connection with the road. It was about this time that the Illinois Central Railroad Company was accepting corn in payment for transportation. Eager advantage was taken of this by shippers. The Illinois Central Railroad Company needed to have large storage facilities to handle its own corn. This was accomplished by erecting about ten miles of corn cribs along its track out at Burnside Station, near Chicago, which was named for its former treasurer, now

General A. E. Burnside. The very extensive general railroad shops of the Illinois Central are located at Burnside.

General Burnside suffered reverses before Richmond, and was superseded by General Halleck, and Burnside was placed in command of the newly organized Ninth Corps, which was ordered to Fredericksburg, being made a part of the "Army of Virginia." It arrived in time to save General Pope's left flank from being turned, and the "Army of Virginia" cut off from Washington, but he could not prevent it later from being "wrecked beyond repair," as was feared in Washington at the time.

Burnside had to evacuate Fredericksburg; and there was a general retreat to Washington. The General Command of the Army was twice offered to and refused by Burnside, who evidently thought his personal friend and comrade, General George B. McClellan, merited it and was better qualified for it, which he so urged upon President Lincoln that McClellan was restored to supreme command. Burnside, by prompt action with the Ninth Corps and the First Corps, reached Frederick City, Maryland, September 12, and his brilliant action August 12 at South Mountain, Sunday, September 14, 1862, repulsed the enemy.

Poore says: "General Cox's division was the first to close with the enemy." The 23rd Ohio Regiment was then under the command of Lieutenant Rutherford B. Hayes (afterwards President of the United States). They came within 30 yards of the Confederates, 2 regiments, who poured upon them a terrific fire and charged. The 23rd stood firm, and the enemy halted before the line of bayonets; then the 23rd charged, dashing forward with the regimental yell; they bayoneted a large number of the enemy, and routed the others. The left was turned and 16 captives taken, one of the most brilliant charges of the war. Lieutenant-Colonel Hayes, during this charge, was struck in his left arm by a large musket ball, which fractured the whole bone. He soon fell from exhaustion but recovered consciousness in a few minutes, and ordered forward his men, who were falling back.

He continued fighting and fell again, still giving orders to fight it out. A surgeon dressed his wound, and he again appeared on the field and finally helped drive off the enemy.

Tuesday night, 16th of September, General McClellan ordered Burnside to take the Stone Bridge and move on Sharpsbury to cut off the enemy's retreat; and on Wednesday, September 17, 1862, was fought the Battle of Sharpsbury Village, or "Antietam Creek," which flows into the Potomac about five miles above Harper's Ferry. The bridge was crossed and held by the Ninth Corps as the key to the position, at a loss of 410 men killed, 96 officers and 1,645 men wounded, and 120 missing.

This compelled Lee to take his army back into Virginia, which he very quickly did the night of September 19, taking with him all that was worth having in his camp, including the rich spoils of Harper's Ferry. General McClellan did not follow up his advantage, and Lincoln was resolved to remove him, and this time so urged Burnside against his protests that McClellan was not only his personal friend, but the better general, that finally Burnside reluctantly consented and was put in command of the Army of the Potomac. But December 13, 1862, he failed to take the heights of Fredericksburg, and December 14 was compelled to fall back across the Rappahannock in the face of the enemy; but frankly he stood up squarely and said, "I am responsible for the movement." President Lincoln relieved him on January 26, 1863. By General Order No. 9 (the last issued by him in the East), Major-General Burnside notified the Army of the Potomac that he transferred the command to Major-General Joseph E. Hooker, and further said: "Your General, in taking an affectionate leave of the Army, from which he separates with so much regret, may be pardoned if he bids an especial farewell to his long and tried associates of the Ninth Corps. His prayers are that God may be with you and grant you continued success until the Rebellion is crushed."

General Burnside returned to Wash-

ington and formally tendered his resignation to the President, "but Mr. Lincoln declined to receive it," as Mr. Poore says, quaintly remarking that he had "other fish for him to fry," and soon placed him in command of the Department of the Ohio, though Burnside was disappointed in not being reassigned to his old command of the Ninth Corps. But he was promised that two divisions of that corps should be sent after him at once.

He reached Cincinnati, Tuesday, March 24, 1863, and issued the following order next day:

Headquarters Department of the Ohio.
Cincinnati, March 25, 1863.
General Order No. 27.

In accordance with the instructions from the General-in-Chief, the undersigned hereby assumes command of the Department of the Ohio.

A. E. Burnside,
Major-General,
Commanding.

Lewis Richmond,

Assistant Adjutant General.

He was enthusiastically welcomed in Cincinnati from the balcony of the old Barney House, so favored by Southerners. Major-General Lew Wallace (afterwards world-renowned as the author of "Ben Hur") introduced General Burnside, and said: "The great West loves all her sons, of whom it is enough to say Ambrose Burnside is the truest and best."

Burnside issued very strict orders against anyone giving any kind of aid and comfort to the enemy, for affairs were very complicated on both sides of the Ohio River. He arrested Clement L. Vallandigham, of Ohio, for treason, in publicly calling Lincoln a tyrant, and saying "resistance to tyrants is obedience to God."

This famous "Peace Democrat" was tried and convicted by a military court and sentenced to close confinement in Fort Warren, Boston Harbor, during the war. The United States Court refused a writ of habeas corpus, but President Lincoln commuted the sentence to banishment into the Confederacy. Val-

landigham was taken to Nashville, and General Rosecranz, under a flag of truce, delivered him into the Confederate lines. Some think Vallandigham's talk in Richmond was one cause of Lincoln's assassination. General Burnside forbade the circulation of the New York World in the Department of the Ohio, and suppressed the publication of the Chicago Times, under very stringent provisions, in General Order No. 84, June 1, 1863. August 16, 1863, he marched his army from Lexington, Kentucky, for Knoxville; while General Rosecranz started the same day on his march from Winchester, Kentucky, to Chattanooga. It is said Burnside's crossing the Cumberland Mountains with 18,000 men in five columns was a brilliant and unique military achievement, cutting loose from a base of supplies. He conceived, as the War Department files show, "the march to the sea," afterwards so skillfully made by General Sherman. At Knoxville he was received with great enthusiasm. General Longstreet appeared near London, Tennessee, and Burnside drove him back to the Tennessee River November 14; but on Sunday, November 15, he lost a desperate battle with Longstreet at Lenoir Station, near Knoxville. Longstreet pursued and they fought a third battle, Monday, November 16, at Campbell Station. Burnside again retreated, and had to fight a fourth battle near Lenoir, still retreating on Monday; on Tuesday he fought a fifth battle, near Knoxville. Five hard battles in four days is greatly to General Burnside's credit as a soldier. Longstreet drove him back on Knoxville, which was besieged November 17, 1863. After seven assaults and counter-assaults for several days, the great battle was fought Sunday morning, November 29. One of the most terrible hand-to-hand struggles occurred with a storming party of veterans of Lee's, Jackson's and Longstreet's forces. It is said that clubbed muskets, bayonets, sabers, even spades and axes, were employed in the dreadful work, and not a score of the storming party escaped. General Longstreet lost the battle and General Burnside permitted him

to take away his wounded and bury his dead. Major-General John G. Foster succeeded to command, and General Burnside returned to Washington.

There he was ordered to recruit and fill up the depleted Ninth Army Corps, and he returned to Providence with his wife. April 11, 1864, he returned to Annapolis and took command of the Ninth Corps, nearly 25,000 strong. Then came the fierce battles of the Wilderness and Cold Harbor; and then the defeat and retreat of the Ninth Corps, after hard fighting, at Fredericksburg, July 30, 1864. Again General Burnside was relieved from duty in the Army of the Potomac by Lieutenant-General Grant, at the request of General Meade, who also preferred charges against him for a court-martial, on the grounds of alleged "disobedience of orders" and "conduct prejudicial to good order and military discipline." General Grant refused a court-martial on such frivolous charges. But General Meade insisted on a court of enquiry, which, after 17 days of official red tape and general dreariness, made "findings" that were nullified by the statement: "The court is satisfied and believes that the measures taken by him would insure success."

Relieved of military service, General Burnside became engaged in railroad construction and operation. In May, 1865, he was made a director of the Illinois Central Railroad Company, of which he had been treasurer when the war broke out. In 1865 he was elected president of a small railroad running from Fairland, to Martinsville, Indiana, about 40 miles, called the Cincinnati & Martinsville Railroad. He was also president of the Indianapolis and Vincennes Railroad Company and the Rhode Island Locomotive Works at Providence, as well as a director in the Narragansett Steamship Company, besides being governor of Rhode Island.

He was twice reelected governor of Rhode Island on the Republican ticket, and then declined to run a fourth time. He helped his old West Point roommate, General Harry Heth of the Confederate Army, organize the Norwood

Coal Mines, near Richmond, Virginia, but said: "Every spare moment is occupied in superintending the building of a railroad in Illinois. You must take entire charge of the work in Virginia, and all that I promise to do is to honor your drafts, to any amount you may desire to draw for."

In 1868 he became president of the Vincennes & Cairo Railroad, whose construction he completed by leasing it to other corporations in advance, and so getting its bonds guaranteed. The surviving officers of the Ninth Corps formed, in 1869, the "Society of the Burnside Exposition and Ninth Army Corps," a permanent association. He went to London on railroad business in the fall of 1869, and went on to Paris in 1870 and met Bismarck, who invited him to his quarters, and Burnside unofficially entered Paris as a peace negotiator. In January, 1875, he became United States Senator from Rhode Island, succeeding Sprague, and next afternoon the legislators and other state officers were invited to a reception at his home, No. 312 Benefit Street. About this time he was particularly interested in his model farm of 87 acres near Bristol, called "Edghill Farm," after his father, Edghill Burnside, and his maternal grandfather, James Edghill. It was on a slope of ground gently descending to Mount Hope Bay, an inlet of Narragansett Bay, and in sight of Mount Hope, King Phillip's stronghold, from which he was driven and killed by Captain Benjamin Church, commander of the Rhode Island troops, in King Phillip's War.

This farm, its houses, cattle, horses, and everything connected with it, was the finest and best money could buy. The General's bob-tailed war charger, "Major," lived there peacefully till he was 30 years old and was shot just after the General's death, because he was suffering and slowly dying from old age.

General Burnside kept open house at Edghill Farm, which was visited by a great many people, particularly by his old army comrades. In 1875 General Grant was his guest there for two days,

and a clambake was given in his honor, enjoyed by about two hundred others.

General Burnside took his seat at the beginning of the first regular session of the 44th Congress, December 6, 1875. His wife died at Edghill, March 9, 1876. He was a member of the Court of Impeachment which tried General Belknap, Secretary of War, in April, 1876. He advocated General Hayes' election as President, and remembered his gallantry at the Battle of Sharpsbury.

Senator Burnside kept house in Washington, where his faithful colored servant followed him. His hospitality there was marked.

He died suddenly at Edghill Farm at 10:55 a. m., Tuesday, September 13, 1881, and his last funeral rites were celebrated at Providence on Friday, September 16, 1881, the funeral sermon service being held in the First Congregational Church, at which the General worshipped, and the eloquent funeral oration was delivered by Reverend Augustus Woodbury, who had served on General Burnside's staff as chaplain early in the war and at the famous camp of the First Rhode Island Regiments of Volunteers at Washington in 1861, the man for whom "Woodbury Castle" in that camp was named. A great many people of the Army, of Congress and of social circles attended the funeral. The American Band played "Nearer My God to Thee" and a farewell artillery salute was fired by Battery A.

On Monday, January 23, 1882, the United States Senate galleries were crowded while the Senate did honor to the deceased Senator from Rhode Island. His desk was decorated with

a beautiful floral tribute. No business was transacted, and Senators from North, South, East and West vied with one another in eloquent praise of General, Governor and Senator Burnside, as man, soldier, statesman and friend. These are a few of the good things said there and in the House of Representatives:

"He was a soldier and a gentleman, truth-teller and truth-lover."

"He was always sanguine of the success of any cause he advocated, as he believed in the ultimate supremacy of moral forces and the final triumph of right."

"He underwent the severest ordeal of criticism and came out of the furnace as did the three Hebrews upon whom the fire had no power."

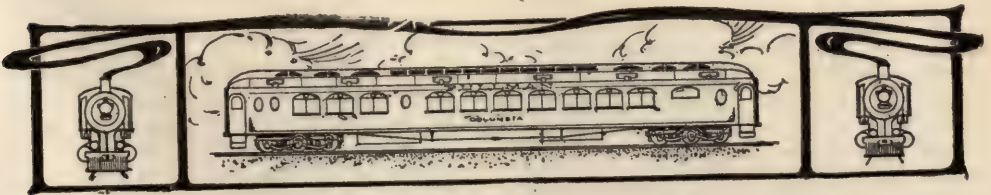
"When victory came he gave the credit to others; when defeat overwhelmed, he said, 'the fault is mine.'"

"The key to Burnside's character was his big-heartedness, and his unfaltering honesty of purpose."

This from his military foe and his political opponent, General Wade Hampton: "His life-long friend, his party associates, his comrades in arms, the whole people of the state he loved and served so well have joined in bewailing his death and in honoring his memory. They have worthily bedecked his tomb with a wreath of immortelles: I bring but a simple spray of Southern Cypress to lay it tenderly and reverently on his grave. Peace to his ashes, for of him it may with truth be said throughout his long, varied and honorable career,

"He bore without reproach

The grand old name of gentleman."



PUBLIC OPINION

What the



World thinks

RATES SHOULD BE RADICALLY LOWERED ON THE FARMER'S NEAREST FREIGHT LINE

Prepared for Committee on Agriculture,
Illinois Bankers'
Association

By W. H. Miller, Ottawa, Illinois

No leading farmer was ever elected to the state legislature who did not feel himself thoroughly competent to "wrasle" with such trifling questions as those involved in the immediate reduction of the rates on every railroad in the state. And he feels perfectly free to do, regardless of the fact that he has no proprietary interest in the railroad. It is true that the farmer does own a road, doing both a freight and passenger business. Generally speaking, it is the poorest road that lies out of doors. It is the poorest built road, generally speaking, that ever happened. The road that the farmer owns runs right by his own farm. The freight rates on it are so high as to be an outrage. If the railroads were as poorly built, kept in as poor repair, and charged such preposterous rates, there would be a revolution in this country. And we could have no more farmers' institutes until the farmers got back from the war. This road that the farmer owns is the common, or garden variety, of dirt road, found everywhere in America and Illinois. To haul wheat over it for the average distance of less than ten miles costs \$1.80 per ton. The rate on European roads, of the same class, is only ten or twenty cents per ton. It costs more per bushel

to haul wheat the average distance from an American farm to the railroad station than it does to transport it from New York to Liverpool, a distance of 3,100 miles. Not being a high browed professor from a state agricultural college, I have forgotten the number of the agricultural department bulletin where I got the figures. But they're right. The unnecessary and extravagant cost of haulage on the poor country roads of this state is one of the heaviest taxes that the farmer pays. In the name of common sense why don't he reduce the freight rate on the dirt roads before he asks for any further reduction on the iron road. He owns the dirt road. He does not own the other. But he can only reduce the rates on his own road by learning from the men who have reduced the rates—often under compulsion—on the iron road. He can do it by cutting down grades, by building scientific and permanent roadbeds, by building heavier and permanent bridges, by improving his motive power and rolling stock. The King road drag should be as common on the dirt road as the hand car and section gang are on the iron one.

OUR "EMPIRE BUILDER"

"The Jas. J. Hill of the South," would be a fitting characterization for Charles H. Markham, president of the Illinois Central road.

Mr. Markham is unquestionably trying to do for the South what "The Empire Builder" did for the great Northwest.

No man has ever been at the head of that railway system who manifested such a keen interest in the material

welfare of Mississippi, or gave more liberal aid for the promotion of its growth and prosperity.

His speech at the Hinds county court house Wednesday night was a revelation to many present. He destroyed all common delusions concerning the men who direct the affairs of the great common carriers of the nation. With masterly logic he showed how the welfare of the individual and the transportation system are indissolubly mingled, and one cannot prosper without the other.

There was no cant or hypocrisy in Mr. Markham's speech. He made it plain that the Illinois Central does not claim credit for philanthropy in connection with any of the good work it is doing in Mississippi; that the company wants to see the people become prosperous because a prosperous people will mean more business for Mississippi's chief transportation system. Furthermore, he had no tale of woe to tell, no grievances to recite, no wrongs for correction. He asked only that a square deal be given the common carriers.

It is a fact known to all who possess any acquaintance with the subject that the Illinois Central has spent more money advertising the resources and opportunities of Mississippi during the past five years than all other agencies combined. It was President Markham who created the policy of exploitation, and who is devising new methods each year to bring in new settlers for our vacant lands, and establish new industries that will manufacture raw products and give employment to our people.

The Illinois Central is doing more than its share of this great work, thanks to the energy, sagacity and progressive spirit of its president, and when the history of this new era of our development is written the name of Charles H. Markham will be broadly illumined on its pages.—Editorial, Jackson Daily News, Dec. 10, 1915.

JAHNCKE'S ELECTION

Commodore Ernest Lee Jahncke, selected by the nominating committee to head the New Orleans Association of Commerce during 1916, is expected to make a brilliant record as president of the local organization of business interests. Comment heard since it became known that Commodore Jahncke would be selected to head the administration ticket, is indicative of the high regard he is held in by the business men of New Orleans and Louisiana.

The selection of Commodore Jahncke is deemed most logical by the membership of the New Orleans Association of Commerce, and there is scant doubt but that he will be inducted into office on January 10, 1916, without any semblance of opposition. Under the democratic charter of the Association of Commerce, offices are left open for the approval of the whole membership. Special nominations may be made by petition over the signatures of twenty-five members in good standing, and the petition must be presented to the general manager, according to the by-laws of the association, not later than December 23.

In selecting Commodore Jahncke from the large and representative list of available candidates, the nominating committee was actuated solely by a desire to serve the best interests of the community. Commodore Jahncke's standing in the business and social life of the community is such as to merit universal approbation, and his untiring efforts to aid New Orleans and Louisiana in the onward march, make him a man peculiarly fitted to head an organization such as the New Orleans Association of Commerce.

Commodore Jahncke has always been affiliated with the best interests of New Orleans. As head of the Southern Yacht Club, member of the other leading social organizations of the city, and one of the foremost business men of Louisiana, he is expected to direct the destinies of the Association of Commerce in a most aggressive, businesslike manner. Although one of the youngest of the

more prominent business men of New Orleans, he has always taken a leading part in its affairs, and he enjoys the honor and distinction of having been made king of the New Orleans Carnival during the season of 1915.—New Orleans American, Dec. 5, 1915.

I. C. CHRISTMAS PACKAGE READY

Biggest Semi-Monthly Pay Roll Distributed in Waterloo Will be Paid to 1,500 Employees of The Road Saturday

A Christmas package of \$62,500 will be distributed by the Illinois Central Railroad Company Saturday to its 1,555 employees in Waterloo. It will be the largest semi-monthly pay roll ever disbursed by the company in this city. The November total of \$112,914 is also the greatest on record. Compared with one of the big months of past years, that of November, 1911, when 995 employees received \$81,889.89, the big increase is apparent. The checks given out Saturday will be immediately turned into the regular channels of trade and should give a big impetus to retail buying.

The Illinois Central has been steadily enlarging its force of employees in Waterloo and it is probable that the coming year will see the record established by the November pay roll surpassed. Freight traffic was exceptionally heavy last month and many of the regular engine and train crews turned in record mileage. The force of machinists, boilermakers, car repairers and other crafts employed at the local shops is now larger than ever before.

During the past summer the shops have been operated practically on full time while many of the big roads of the country worked with only a portion of their regular force and then on reduced time. The last six months of 1915 have witnessed a steady increase in the pay roll of the "Old Reliable" and from all indications good times for

the railroad people are to continue into 1916.—The Waterloo Times-Tribune, Wednesday Morning, December 15, 1915.

GOVERNOR BILBO FRIENDLY TO CAPITAL

Jackson, Miss. Dec. 3—That business interest will have his close study and that he will do everything possible to court the friendship of business men and influence legislation to their interests in all legitimate ways, was the declaration made here this afternoon by Governor-elect Theo. G. Bilbo, in address before fifty prominent citizens at a luncheon given in compliment to C. H. Markham, president of the Illinois Central Railroad.

Mr. Bilbo, in his speech, gave a few glimpses into portions of his first message to the legislature and stated that it would be in the nature of a message to the business men of the state. He stated that he would recommend a department of immigration and publicity, and the sending of men into the West and North under state expense to tell outsiders of the wonderful opportunities for investment in farming lands in Mississippi. He expressed the hope that during his administration one hundred and fifty thousand people would move to Mississippi and help develop her natural resources.

Mr. Bilbo told his hearers that he had never been antagonistic to railroads or other big business, and frankly confessed that there were many industrial and big business problems which he did not understand, but stated that he would be a student, and was willing to learn from business men those things that would enable him to act wisely and well in his attempt to give the state a business administration.—The Gloster (Miss.) Record, December 17, 1915.

WHAT CREAMERIES DO

A statement full of interest and valuable data has been issued telling of the doings of the Jackson and West

co-operative creameries at the close of their first year of business.

The Jackson creamery began business one year ago with 17 patrons, made 1,957 pounds of butter the first month, and has gradually increased its patronage until the twelfth month it has 220 patrons and made 12,686 pounds of butter.

During the first twelve months of business it made a total of 106,265 pounds of butter and paid out to farmers of the territory \$30,095.66.

That at West, which also began a little more than a year ago, had 53 patrons the first month and made 1,300 pounds of butter. The twelfth month it had 279 patrons and made 15,562 pounds of butter. The output for the year was 128,187 pounds of butter and \$28,666.32 paid to the farmers of the territory for butter fats.

Neither of the plants gives a financial statement, but does recite in each instance that the demand for butter is far larger than the supply and that the business at both the supply and sale ends of the line is increasing all the time.

Both creameries are, or were for the first year, under the supervision of experts furnished and paid by the I. C. railroad, and are regarded as the best and most helpful enterprises that could be started for the benefit of the farming communities. — *Water Valley (Miss.) Progress*, December, 18, 1915.

EDITORIAL

Illinois Central is now doing the largest business in its history, and handling it efficiently with a thousand cars less than it owns. Congestion of traffic at eastern ports, and other operating difficulties, have prevented return to the Illinois Central of great numbers of its cars, and the result is that the rolling stock now on the company's lines is far less under the road's own complement. The Illinois Central management took early measures to prevent congestion at New Orleans, the only point at which anything of that kind was to be feared, and the order was sent out that shipments of

grain should be discouraged, and the tonnage left at interior points where there were adequate facilities for its storage. Illinois Central, with its subsidiary, the Yazoo & Mississippi Valley, is now doing a business which is \$1,000,000 a month greater than a year ago, and handling it at \$100,000 a month less transportation cost. Last year's annual report showed such a large gain in the average train load as surprised railroad men all over the country, and there will be an even greater surprise in the road's operating efficiency when the full results for the present fiscal year are disclosed.—*Wall Street Journal*, New York, December 22, 1915.

SHYSTER LAWYERS CONDEMNED

Lawyers, who respect their profession, have been observing for some time the practice of certain shyster legal firms in the twin cities, who have been engaged in "ambulance chasing" on a large and improved scale.

There has been much complaint about our legal procedure in late years. There has been too much liberty given lawyers and not sufficient guarantee of justice given the man on trial. Such proceedings as carried on by the gang of shysters in St. Paul, have had a lot to do with criticism of our courts.

It has been the business and practice of these lawyers to send solicitors into surrounding states to drum up business against corporations doing an interstate commerce and take their actions, mostly damage cases, some good, some bad, some indifferent, into Minnesota courts. These lawyers have not only preyed upon the defendants in their actions, but they also victimized the plaintiffs, unused to legal procedure, by methods that would do credit to cheap confidence men—as well do they prey upon the witnesses who must journey from Illinois, Iowa, Nebraska, Wisconsin, the Dakotas, leave their work for days and weeks, to be present at court; certainly an unwarranted injustice.

Iowa courts have become disgusted with the activities of these shysters; as

ethical lawyers have. Judge Maxwell of Union county has taken note of this irregular and grafting business and has officially rebuked the shysters by permanently enjoining them from prosecuting a personal injury case in the Minnesota courts and rushing Iowa men to a foreign state at great cost to them in time and money. Commenting on the case Judge Maxwell said: "It is shown by the evidence here that the defendant's attorneys * * * have one or more solicitors in their employ in this state, and that said firm has pending in the courts of Ramsey and Hennepin counties in Minnesota, thirty-two such cases which arose in Iowa, for residents of Iowa, wherein the aggregate amount sought to be recovered is more than \$550,000, and some twenty cases from other outside states where the aggregate amount claimed is more than \$295,000."

Judge Maxwell quotes a long list of decisions sustaining his action. Thus he not only protects the good name of the law but he protects all parties from the shysters. No Iowan having a legitimate claim to damages of any character will suffer by having his case handled by Iowa lawyers in Iowa courts.—The Waterloo (Ia.) Times-Tribune, December 29, 1915.

JACKSON "WRITE UP" ATTRACTS ATTENTION

Appeared in 50,000 Issue of Illinois Central Magazine for December

The December number of the Illinois Central Railroad Magazine, fifty thousand of which are being circulated throughout the country, particularly in the North and West, is meeting with favorable comment from the press.

Inasmuch as this month's issue is devoted almost entirely to Jackson and vicinity very naturally the good points and features of this city and section will be placed before the eyes of thousands of people, many of whom may be looking this way either to invest or settle in this section.

It is hoped that great numbers of sturdy and industrious people from the

northern section of the country will come to this section, where they can buy good lands much cheaper and live much more comfortably and economically.

If the thousands upon thousands of prospective investors and homeseekers in the overcrowded Northern States, where lands have gone out of sight in price, knew about the splendid advantages to be enjoyed here they would come down in great numbers.

It is being suggested that the next Legislature make some adequate provision for advertising this State throughout this country and the Dominion of Canada.

The "write-up" in the Illinois Central Magazine for this month is a step in the right direction and will do great good.

Speaking of this magazine and the write-up of Jackson, the Peoria Journal, of Peoria, Illinois, in its issue of December 23, had the following complimentary notice:

"The December number of the Illinois Central Magazine has just been distributed and is fully up to the usual excellent standard of that publication. The feature of the issue is a story of Jackson, Miss., described as "the commercial, educational and social center of the State." James B. Lusk, secretary of the Jackson Board of Trade, is the writer. The story is profusely illustrated with cuts of Jackson's buildings, residences and streets. There are a number of other interesting stories and features in the December number."—Jackson, Miss., Ledger, Dec. 28, 1915.

WAGE VIGOROUS WARFARE AGAINST PETTY LITIGATION

Quite a large number of the most representative business men of the city of Meridian, Mississippi, have launched a timely movement for the purpose of ridding that city and county of the multiplicity of the petty suit litigation filed in the courts over there, which are driving the investment of capital in manufacturing industries away from the State of Mississippi.

As will be observed by reading the

news items which we publish on the first page of this issue of *The Commonwealth*, from a recent issue of the *Meridian Dispatch*, the business men of that city find it necessary to hold meetings and protest against this obnoxious incubus which is absolutely playing havoc with the material advancement and progress of our beloved State.

There is no question but that the vast amount of useless and unmerited litigation throughout the state is doing us greater damage just now than all of our other hindrances combined, and the business men of every city and town and community in our grand old commonwealth should get together, as have the business men of Meridian, and severely condemn the motives behind these senseless and unjust suits for imaginary damages against corporations, and request the Legislature to repeal all legislation that in the least gives a semblance of grounds for the filing of such suits in the courts.

The Commonwealth is not in any sense the apologist of corporations, except in cases where they are being unjustly imposed upon by unscrupulous and designing individuals, who prey upon the prejudices and passions of the ignorant by inflaming their minds with the infamous idea that simply because it happens to be a corporation which is being sued that damages should be given regardless of the merits of the case at issue. We believe in requiring corporations as well as individuals to do right in all their dealings with the people, but when either corporation or individual is being literally "held up" we shall always insist upon calling a halt.

In the name of right and justice, in the interest of the material welfare and progress of Mississippi, and for the good of future generations, let us all join forces with the business men of Meridian in their commendable efforts to stamp out the ever increasing petty litigation in the courts of Mississippi.—Greenwood Commonwealth, Dec. 10, 1915.

Appointments and Promotions

Effective January 1, 1916, the firm of Mayes, Wells, May & Sanders, consisting of Robert B. Mayes, Ben H. Wells, Geo. W. May and J. O. S. Sanders, has been appointed District Attorneys for this Company in Mississippi and Local Attorneys for Hinds County, Mississippi.

Effective January 1, 1916, the firm of Mayes & Mayes, consisting of Edward Mayes, Lucius L. Mayes and Basil L. Mayes, has been appointed Special Attorneys for this Company in Mississippi. They will perform such work as may be assigned to them by the General Solicitor.

Effective January 1, 1916, the firm of Mayes, Wells, May & Sanders, consisting of Robert B. Mayes, Ben H. Wells, Geo. W. May and J. O. S. Sanders, has been appointed District Attorneys for this Company in the counties of Adams, Amite, Franklin, Jefferson, Carroll, Claiborne, Copiah, Grenada, Hinds, Holmes, Madison, Warren, Wilkinson and Yazoo, in Mississippi, and Local Attorneys for Hinds County, Mississippi.

Effective January 1, 1916, the firm of Mayes & Mayes, consisting of Edward Mayes, Lucius L. Mayes and Basil L. Mayes, has been appointed Special Attorneys for this Company in Mississippi. They will perform such work as may be assigned to them by the General Solicitor.

Effective December 15, 1915, Mr. Harry B. Hatch is appointed Freight and Passenger Agent at Fresno, Cal. Office, Room 204 Rowell Building.



George C. Taylor
President
American Express Company

The Express Service of the Illinois Central

By W. E. Beckner, Assistant to Vice-President and General Manager, American Express Company, Chicago

While everything within the scope of the human mind has had its beginning, it is natural for us to accept as a matter of course, and without more than a passing thought, those features of daily life with which we have been acquainted from our earliest recollections. This is true with respect to those great enterprises

known as merchandising, manufacturing, banking and transportation, which sprang from man's growing consciousness of his daily needs and his unceasing toil by head and hand to supply those needs.

None the less truly was the express service born of necessity and custom, which it would be venturesome to endeavor to trace to their beginnings, and, yet, which we may assume, first existed in the accommodation and personal service given by a traveler to his friend or neighbor at home, who had need to consummate transactions with other persons at the place to which the traveler was destined.

This grew in time into a custom of those in charge of public conveyances, which made regular trips between communities, undertaking to carry parcels and perform commissions of special service. Less than a century ago the public vehicle of land travel was the stage coach, and by degrees it became the custom for the stage drivers to perform special services for the people along their routes.

At the same time there continued the custom of travelers conveying packages and performing commissions for their friends and neighbors, often to the extent of being entrusted with considerable sums of money by merchants, who had bills to pay, or by bankers, who had credits to maintain with their correspondents. If a person were going to New York, or any of the then larger commercial centers, it was usually known a week or two in advance, and his friends and acquaintances would not only send their own parcels by him, but refer others to the traveler as likely to accommodate them also. Thus it became a not unusual custom to entrust valuable packages to parties who were personally unknown to the forwarder, but who were introduced by some mutual friend—a degree of confidence

that no doubt was frequently abused, and gave rise to a demand for a method affording greater responsibility and protection.

It was not long until a new means of travel made its appearance, and rapidly supplanted the stage coach in public favor and usefulness. The railroad and railroad train crowded the stage coach from the field of action, and with the stage coach went the stage driver, but the system of special transportation and agency service did not disappear, but continued in public usefulness.

It was in 1839 that William F. Harnden, a young man but twenty-eight years of age, perceived the opportunity of adapting the stage driver's system of special transportation to the newer means of travel which the railroad and the railroad train afforded, and accordingly, only a little over three-quarters of a century ago, the express service was established by Harnden, through the medium of regular trips between New York and Boston. At first the volume of business was easily within the compass of the carpet bag carried by Harnden, but the facilities afforded quickly found recognition by the public, and the organizations which conducted it soon multiplied and rapidly extended the fields of their operation. Other men engaged in the new line of business, partnerships were formed, and routes established between all principal points, and to the then Western frontier.

In 1841, Henry Wells, then the agent of Harnden at Albany, with George Pomeroy, a western freight and passenger forwarder, established, in the name of Pomeroy & Company, an express route from Albany to Buffalo, which was in part by railroad, in part by stage and partly by private conveyance, the trip of 300 miles each way, and but once a week, occupying four nights and three days, which distance is now covered by the Twentieth Century train in approximately six hours. Thus was established the business organization now conducted by the American Express Company. In the course of a few years the firm name was altered to Livingston, Wells & Pomeroy, and later to Livingston, Wells & Company.

The government was then charging 25 cents for a single letter between New York and Buffalo. Livingston, Wells & Company advertised to perform the same service for six cents. The express messengers were repeatedly arrested for alleged violation of the postal laws, but in every instance cit-



izens stood ready to furnish the necessary bail, and, in fact, so great was public opinion against the government postage rate that the next Congress was moved to reduce it to about one-fourth. The country, therefore, owes to the express service one of the most important reforms experienced by the mercantile world.

In 1845 Henry Wells and William G. Fargo, under the name of Wells & Company, established an express service from Buffalo to Cincinnati, St. Louis, Chicago and intermediate points. At that time there were no railroad facilities west of Buffalo, and express shipments were transported by stage or on lake or river boats. The following year Mr. Wells retired, and the business was conducted under the name of Livingston & Fargo.

The two organizations east and west of Buffalo were operated in conjunction, and in 1850 were consolidated as the American Express Company, the new concern taking over the business of Butterfield, Wasson & Company, which had established service on the New York Central Railroad. During the succeeding decade just preceding the Civil War the service of the new company was extended through the rapidly developing central states. It was, therefore, befitting that upon the completion of the Illinois Central Railroad in 1856 the service of the American Express Company should be placed thereon.

In 1866 the Merchants Union Express Company was organized, but after operating for a period of two years became stranded through reckless expenditures. A consolidation was thereupon effected in 1868 between the American Express Company and the Merchants Union Express Company, under the name of the American Merchants Union Express Company, with a capitalization of \$18,000,000, which has not been increased in nearly a half century. The name of the Company was again changed in 1873 to that of the American Express Company.

The history of the Illinois Central Railroad is perhaps too well known to the readers of this magazine to require more than passing mention. Originally projected as part of a through line from Chicago to Mobile, it was incorporated in 1851, and completed in 1856 between Cairo and Galena, with a branch from Centralia to Chicago. The nearest to a connection with the Mobile & Ohio Railroad was at Columbus, Ky., on the Mississippi River, twenty miles below Cairo, and it was not until 1873 that the Mississippi Central built a connecting line from Jackson, Tenn., to the Ohio River, opposite Cairo, which, with the main line of the Mississippi Central from Jackson south and the New Orleans, Jackson & Northern gave a through rail line from Chicago to New Orleans. In 1876 the

two latter roads were placed in the hands of a receiver, and after two years became practically the Illinois Central, although operated under the name of the Chicago, St. Louis & New Orleans, until 1883, when they were taken over as the Southern Lines of the Illinois Central.

Previous to the late unpleasantness between the states the American Express company had not extended its service south of the Ohio River, and the occasion of that conflict brought forth a new express carrier in the south, known as the Southern Express Company. So it was on the absorption of its Southern Lines the Illinois Central had the Southern Express Company serving its patrons in that territory and the American Express Company on its Northern Lines, and this condition obtained for a number of years. However, it seemed proper, not only in the interests of the people along the line, but also from an operating standpoint, that the express service should be handled by one company, and to that end the American was awarded the contract, and on April 1, 1893, extended its service through to New Orleans, following on the Yazoo & Mississippi Valley Lines on January 1, 1894.

The American Express Company is an active feeder to the express earnings of the Illinois Central, through its performance of the express service of the following principal railroads:

New York Central Lines.
Michigan Central.
Cleveland, Cincinnati, Chicago & St. Louis.
New York, Chicago & St. Louis.
Chicago, Indianapolis & Louisville.
Chicago & Northwestern.
Chicago, St. Paul, Minneapolis & Omaha.
Chicago, Rock Island & Pacific.
Chicago & Alton.
Union Pacific System.
Missouri, Kansas & Texas.
New Orleans, Texas & Mexico.
Louisiana Railway & Navigation Company.
Tennessee Central.

Its business from New York and other eastern coast cities is handled in through cars carried on fast express trains of the Cleveland, Cincinnati, Chicago & St. Louis Railway, which cars are placed on the rails of the Illinois Central at Mattoon, and afford an expedited express service to the many commercial cities of the South. This system of through cars between important centers on different lines of railroad is one that was inaugurated by the American Express Company, and affords a more prompt and efficient service to its patrons, through the elimination of frequent transfers and consequent damages to freight.

At the present time the American Express Company maintains over 10,000

offices, carries over 30,000 employes on its payroll, and operates the express service on nearly 75,000 miles of railroad in the United States and Canada, extending from Vanceboro, Maine, to San Pedro, Cal., from Washington, D. C., to Victoria, B. C., and from Winnipeg to New Orleans and Galveston.

The chief executive officer of the Company is George C. Taylor, President, 65 Broadway, New York. Mr. Taylor has been identified with the American Express Company's service in the South for the past twenty-three years, and is personally known to the great majority of the exclusive employes on the Illinois Central Lines, as well as to many of its joint representatives, by all of whom he is greatly admired by reason of his personality, his high sense of honor in his dealings with the public and with the Company's employes, and for his thorough knowledge of the business and efficient manner of handling the many problems coming before him.

Mr. Taylor is ably assisted by Francis F. Flagg, senior Vice-President, whose experience as an executive of the company extends over a period of many years; also by H. K. Brooks, Vice-President, in charge of the Financial Department; D. S. Elliott, Vice-President, in charge of Traffic, and

Harry Gee, General Manager of the Foreign Department.

The Operating Department is divided between the Eastern and Western lines, the latter embracing all of the territory west of Buffalo and Pittsburgh to the Pacific Coast, and from the Canadian Provinces to the Gulf. The administration of the Company's affairs in this vast empire is in charge of J. A. D. Vickers, Vice-President and General Manager, with headquarters at Chicago.

The Western Lines are in turn divided into four Departments, in charge of Managers, one each at Cleveland, Chicago, St. Louis and Salt Lake City. The express business of the Illinois Central Lines from Chicago to St. Louis, Centralia and Evansville is in charge of W. A. Naylor, Manager of the Northwestern Department, Chicago, and in turn under the direct supervision of C. S. Taylor, Superintendent, whose headquarters are also located in that city.

The express service of the Illinois Central lines south of St. Louis, Centralia, Evansville and Louisville, together with the Yazoo & Mississippi Valley, is under the direction of the Southern Department, which also embraces the Southern Lines of the Rock Island; the Chicago & Alton west of Roodhouse and St. Louis; the Missouri,



AMERICAN EXPRESS COMPANY'S DEPOT, CHICAGO, ILL.

Kansas & Texas; Kansas City, Mexico & Orient; New Orleans, Texas & Mexico; Louisiana Railway & Navigation Company, and other smaller tributary lines. This department is in charge of C. D. Summy, Manager, St. Louis, who also has been connected with the Company's service in the South during the past twenty-three years. The direct supervision of the express business of the Illinois Central Lines in Illinois south of St. Louis and Centralia is vested in H. H. Meek, Superintendent, Kansas City, and of all lines of the Illinois Central south of the Ohio River, including the Yazoo & Mississippi Valley, in E. K. Stone, Jr., Superintendent, at Memphis.

Express service is exclusively an American institution. No other country has anything like it. What is known as express traffic in this country is handled in Europe through the medium of the parcel post, up to a limit of eleven pounds. Shipments above that weight and under one hundred pounds, are usually forwarded via fast or slow freight service, the so-called fast freight service of Europe being considerably slower than our own. There is no comparison whatever between the express service of this country and corresponding facilities afforded abroad.

The express business is not only one of great volume, but one of great detail as well. The American Express Company handles approximately 100,000,000 shipments per year, every one of which has to be receipted for, weighed, priced, waybilled, transported, assorted at destination, written up on delivery sheets, delivered to consignees and charges collected, unless prepaid. To perform this work, usually done under great pressure, the express company must rely upon its employes for accuracy and thoroughness, and investigation has shown that the number of errors is extremely small in comparison with the volume of transactions handled, and are not relatively greater than exists in the most perfectly organized business establishments.

A very large percentage of all express shipments made within the United States are picked up by wagon or other vehicle service, either at place of business or residence of the shipper, and free delivery service is maintained at all important points within certain prescribed limits approved by the Interstate Commerce Commission. A complete and descriptive receipt is given for each consignment, which automatically carries with it, and without charge, insurance against loss or damage up to \$50.00, when the weight does not exceed 100 pounds, and beyond that weight at the rate of 50 cents a pound. The collection of charges at destination is not alone a convenience, but a saving of time, and often expense to the shipper. Over 75 per cent of express shipments are subject to collection of charges at destination.

Any consideration of the express business of the Illinois Central Railroad would be incomplete without mention of the development of the fruit traffic from its Southern Lines. At the time the American Express Company succeeded the Southern on those lines the strawberry traffic from Louisiana, Mississippi and Tennessee was scarcely sufficient to warrant special attention. In fact, it was many years after the close of the war before much consideration was given diversified farming, as the raising of cotton, cane, etc., received almost undivided attention.

If we are reliably informed, it was in 1886 that several planters at Independence, La., were supplied with plants for the purpose of encouraging the growth of strawberries for market, as the soil and the climate of the section seemed especially adapted to the purpose. However, little had been accomplished in the development of the industry up to the time the American Express Company extended its service south of the Ohio River in 1893. Within two years the express earnings on the berry shipments from Louisiana, Mississippi and Tennessee had reached \$50,000 per season, and for the next four or five years there was a steady, although small, increase in the traffic. Up to this time the berry shipments had been handled in ordinary baggage cars, practically none of them going beyond the Illinois Central Lines, being consigned almost exclusively to the Chicago market.

About 1901 refrigerator cars were first supplied for the traffic, ten cars having been built by the Merchants Despatch Transportation Company, the first we believe ever constructed with a view of their movement by passenger train service. Needless to say, these cars were of wooden construction and contained none of the modern improvements. While they answered their purpose as an experiment and satisfactorily filled the limited requirements at that time, they would be considered entirely obsolete in comparison with the type of cars now in use.

Refrigerator cars, since the year they were first introduced for the movement of shipments by express on the Illinois Central Lines, have steadily grown in number and modern efficiency. In two years the number of such cars in service had increased to sixty, and to their use is attributed the remarkable growth of the business they were designed to carry. In 1911, or ten years after their introduction, there were eighty-four cars used in handling this traffic from the South; the following year 129, and in 1913 the number had increased to 157. The next year the Illinois Central built and placed in service 150 refrigerator cars of the latest improved type, equipped for passenger train service, which, added to the number of outside refrigerators, made a total of 231. In 1915 the Railroad Com-

pany built an additional 100 refrigerator cars which, with those already in the service and under lease, brought the total up to 336 cars. For the approaching season the Illinois Central is building still another 100 refrigerator cars to be added to its present equipment, making a total, exclusive of leased cars, of 350 available for this traffic.

In the last ten years the number of carload shipments of berries handled in refrigerator cars from the Southern Lines of the Illinois Central has increased from 171 to 1,089. The gross weight of these carload shipments last year was over 15,000,000 pounds, and instead of being confined to one market, as was the case for so many

the case, it is now necessarily given special movement, a day's loading reaching in one instance fifty-five cars, which were handled in three special trains.

In addition to the carload business, the less than carload traffic in berries from the Southern Lines of the Illinois Central is an important factor, exceeding a quarter of a million cases per season.

Not only is there nothing elsewhere comparable to this industry, so far as its movement by express is concerned, but in many other ways it is unlike similar enterprises. Complete failures of the strawberry crop are comparatively frequent in other sections of the country, whereas in Louisiana



AMERICAN EXPRESS COMPANY'S DEPOT, NEW ORLEANS, LA.

years, the product was distributed to eighty-seven different cities located in twenty-nine states, extending from Bangor, Me., to Seattle, Wash., and to every province of Canada.

This extensive distribution was possible only through the active co-operation of the local representatives of the Express Company from coast to coast, acting as a widely scattered soliciting force in the development of this wonderful industry, and is a concrete example of what may be accomplished by an efficient organization.

Also by this wide distribution of his product the Southern grower received the very highest returns for his labor, and in the development of the business, instead of its movement being confined to regularly scheduled passenger trains, as was formerly

especially there has never been anything like a failure since the industry was established. The plants are set out in the fall, and come into full bearing the next year, something that is also extremely unusual. The shipping season in Louisiana lasts fully six weeks, which is not the case anywhere else in the United States, so far as we are advised. The Mississippi and Tennessee season averages from fifteen to eighteen days. The main crop to the Northern markets begins to move from Louisiana early in March, and continues without interruption from that section and from Mississippi and Tennessee until some time in May, usually about the 10th.

In 1915 there were approximately 5,000 acres of strawberries under cultivation in Tangipahoa Parish, La., alone, the returns

from which to the growers were close to \$3,000,000. Approximately all of this acreage is located within three miles of some shipping point on the Illinois Central Lines. The Louisiana and Mississippi acreage is steadily increasing, and the State of Tennessee will very nearly double its acreage in 1916 as compared with last year.

The development of this particular traffic has built up various communities along the Illinois Central Lines from towns of little or no importance to thriving and more prosperous communities, thus adding indirectly to the passenger and freight revenues of the road throughout each month of the year.

The shipment of early vegetables from New Orleans and the Louisiana districts is second in importance, so far as the express department is concerned, to the berry business of the Illinois Central Lines, and annually great quantities of these commodities are forwarded to the Northern markets. Following the Southern shipping season there are large movements of berries and early fruits from the Southern Illinois districts, which in turn are followed by melons, peaches, etc. The poultry and egg business is also an important one along the lines of the Illinois Central.

The same energetic development shown in the fruit and vegetable traffic applies to the general express business of the line, as from 1900 to 1915 the increase in earnings has been about 100 per cent.

A brief mention of some of the other important features of the express business as conducted on the Illinois Central Lines may not be out of place. The handling of horses and automobiles in carloads is an important feature of the service, involving particular care and attention and the use of special end-door cars.

The C. O. D. system of shipping was originated by the express companies many years ago, and furnishes a simple and effective method of selling merchandise without risk to the shipper. It has been an important feature in extending trade relations between thousands of manufacturers, merchants and individuals. Without it the purchaser would be obliged to establish credit or pay in advance of selection, thereby limiting his opportunities to purchase in the market he might consider the most desirable. Approximately 2,000,000 C. O. D. shipments are handled by the American Express Company annually, a very great portion of which go into the southern territory.

Special commissions for the performance of almost any transaction are undertaken by the Express Company, through the channels of its Order and Commission Department, such as the purchase of goods, collection of debts, payment of bills and taxes, service of legal papers, claiming of baggage

at railroad stations or steamship piers, and the transaction of any legitimate service requiring special and personal attention at home or abroad. Through its efforts markets are found for producers in the same manner that the strawberry business on the Southern Lines of the Illinois Central has been developed, and without charge, except the regular transportation fees, on basis of rates fixed by the Interstate Commerce Commission.

In line with other progressive measures for the benefit of the public, the American Express Company, in 1882, devised and put in use what is known as the express money order, a substitute for the older method of forwarding small sums of money by express. This system gave the public better and more businesslike facilities, and modernized the old method of making such remittances. It also originated the system of issuing money orders without written application of the purchaser, and without the orders being limited to one specified point of payment, but payable at any express office in the United States or Canada. In this feature of its business the American Express Company has maintained the lead of all competitors, its money order sales approximating 5,500,000 a year, nearly as many as those of all the other companies combined.

In 1891 the American Express Company introduced its popular form of Travelers' Cheque, which was brought to perfection after years of pioneer work and through the expenditure of thousand of dollars. Before the outbreak of the present European war over 150,000 travelers were carrying these cheques each year, the face value of the cheques aggregating over \$30,000,000. These cheques are known the world over, and are readily accepted by hotels of the better class, steamship companies, merchants, etc., by reason of which travelers avoid loss of time in visiting banks to obtain funds and escaping the annoyances resulting from inability to cash other forms of paper on Sundays, holidays or fete days, and before or after business hours, and the cheques carry an absolute guarantee against loss or theft.

The enjoyment and comfort of foreign travel depend largely upon the ease with which the traveler can pass along his chosen way, and while familiarity with the customs of a country and some knowledge of its language may be aids to that end, the funds he carries may be either a source of pleasure or the cause of much trouble, inconvenience and delay. The excellent record made by the American Express Company with its Travelers' Cheques at the outbreak of the European conflict is one that will commend this form of credit to travelers for all time, for when all other means of exchange failed, the stranded tourist who was possessed of these

cheques found no inconvenience in their prompt encashment and without the payment of exorbitant discounts frequently demanded on other forms of credit, or the absolute inability to raise a cent on certain classes of paper.

The American Express Company also issues travelers and commercial letters of credit, sells sight drafts payable at the world's principal commercial centers, transfers money by mail, telegraph or cable to points at home and abroad, exchanges foreign money and accepts from tourists checking deposits at its offices in Europe.

For more than twenty years the American Express Company has had its own independent foreign agencies, now maintaining such offices in all important European cities, as well as in Buenos Ayres, Manila and Hong Kong, in addition to shipping and banking correspondents at all principal cities and ports of the commercial world. By the establishment of these exclusive offices abroad it is able to give the traveling public the benefits of an American institution, completely and fully equipped with facilities tending to promote the comfort and convenience of American travelers. Mail matter may be addressed for delivery or reforwarding to the care of the American Express Company at its foreign or domestic offices. Reading and writing rooms are maintained and tickets via all continental railways are sold at its principal European offices. Storage, insurance and the forwarding of baggage is given special attention at all of its offices abroad.

Through the medium of its Foreign Department the company offers the most complete arrangements for transmission of express shipments, and has a special department for the handling of freight shipments of every description, either small or carload lots, and by every class of ocean service, to and from all foreign countries. Through negotiable bills-of-lading are issued, and the company undertakes the collection of accompanying drafts or invoices at the lowest rates of exchange and the return of proceeds by mail or cable.

The American Express Company is a bonded line for the immediate transportation of goods to inland points in the United States and Canada without customs examinations at port of arrival, thereby avoiding delays at the seaboard, and enabling the consignee to personally or under his own direction attend to the entry and clearance of the goods, payment of duty, etc. The company itself, by authority of consignees, often attends to the entry and clearance of shipments at the Custom House.

The Foreign Department of the company, and later through its Foreign Trade Information Bureau, has been the means of bringing together American and foreign buyers and sellers, manufacturers and distributors, encouraging business relations between them

with distinct benefit and stimulation to American trade development.

One of the more recent departures of the company is its establishment of a Travel Department, which undertakes to perform all the offices of the regular tourist agencies, including personally conducted foreign tours. Already trips to South America, the West Indies, Panama and to China and Japan have been arranged.

Much has been written concerning the Interstate Commerce Commission investigation into the methods and practices of the express companies. It was charged that these companies by reason of high rates had made enormous profits for many years, but the answer of the American Express Company showed that for the period from 1868 to 1911 it had paid dividends averaging but 6¼% per annum, its surplus having been derived entirely from the accumulation of interest, dividends and rentals received from its investments and from profits realized in the sale of various securities from time to time.

Effective February 1, 1914, the Interstate Commerce Commission prescribed a block system of rates, under which it was estimated that the gross revenue would be decreased 16%. As might be expected this resulted in such a decrease in the earnings of the company that, regardless of every conceivable economy not inconsistent with good management and the desire to maintain an efficient organization and service, the company suffered an actual loss in operations for the ensuing twelve months of over \$800,000, leaving nothing with which to pay dividends to its stockholders, many of whom were trustees for estates who had selected the company's stock as a safe investment. The situation was practically the same with the other express companies, and effective September 1, 1915, the Interstate Commerce Commission afforded a slight readjustment of the rate structure, which it is estimated will result in an increase in the gross earnings of about 4%.

The Interstate Commerce Commission, as well as the United States Supreme Court, has recognized the necessity of express service as conducted in this country as a means of fast transportation of small freight, and the mercantile interests, which represent 90% of express patrons, are as much concerned in maintaining its efficiency as are the companies themselves. Two large express companies have withdrawn from business within the past year and a half, but the remaining companies have faith in the ultimate outcome and believe the merchants of the country recognize the value and need of express service in their business, and will not be satisfied to accept any medium of the transportation of their shipments that does not afford equal time, personal service and efficiency.

It has required unceasing endeavor extending over three-quarters of a century and the expenditure and investment of many millions

of dollars to establish and develop a world-wide organization, such as is maintained by the American Express Company, with its ample accommodations and representation in every country of the globe where Americans seek business or pleasure, and to so perfect its system that business of any character can be transacted by simple, inexpensive and convenient methods, and safeguarded by one single responsible agency from point of origin to destination.

In closing this article it is appropriate that a well deserved tribute be paid the small army of officials and employes who have contributed toward the success of the express service on the lines of the Illinois Central Railroad. A great portion of this number are men who are jointly employed in the service of the railroad company, and to these men and to the interest they have displayed is due in no small measure the successful operation of the very efficient express service on the Illinois Central Lines.



LATEST TYPE OF SUPERHEATER MIKADO ENGINE.

The Acid Test of Honesty

By M. E. Melvin, Supt. Christian Education and Home Missions, Synod of Mississippi

THERE are two brands of honesty in this country—the common and the uncommon—the sham and the real. It takes an acid test to reveal the difference.

A man will fall over himself to pay for the cold drinks he takes with a friend, but will try to dodge a railroad conductor to save a 25-cent fare; he would no more think of taking your watch without paying for it than the gold from a dead brother's tooth, but he will ride a train without paying for it if he has the chance; he will "boil"—and fight—if accused of "short changing" his neighbor, but he will take "long change" from a ticket agent if he can, and then smile about it; he would not lie to you on a trade to save \$100, but he

lies every time he buys a ticket for little fourteen year old Willie; as between two fellow citizens he makes a good juror, but in a damage suit against a corporation or a railroad he gives a verdict for the plaintiff simply because he thinks the poor fellow needs it.

The truth is that a man who is honest only when *persons* are involved is not much honest. After all the acid test of honesty is a man's attitude to a corporation where the *personal element* is eliminated and *principles* are alone left to determine his conduct. The man who is perfectly straight with a railroad, for example, has the real brand of honesty, a yard wide and all wool.

Reminiscences Pertaining to the Illinois Central, 1857-1905

By L. P. Morehouse

THE EDITOR has intimated to me that I could contribute to the Magazine some interesting reminiscences pertaining to the nearly fifty years of my active connection with the Illinois Central.

I tell him that while I could confide to him many things of which I have had personal knowledge during that period, I am of the opinion that a narrative of these would be of little interest to his readers. But Mr. Editor is persistent and I have consented to take a hand and let You People umpire the game.

The following is a sample of what I should say and I am perfectly willing that Mr. Umpire should declare me out at the first base.

Looking back over the years we have referred to there appears to me a simple division into four noticeable periods: Pre-historic Times, before the War, 1857 to 1861-65; the Legendary Age, before the Fire, 1861 to 1871; Ancient History, before the Fair, 1871 to 1893; Modern History, since 1893.

If I call these A, B, C and D, I would say that my recollection is quite distinct as to A, but rather hazy as to B, while for C and D I consider it quite unreliable.

Strange as it may appear to me, the fact is that You People have no very definite idea with regard to some conditions prevailing in Chicago during period A, so I must make allusion to some of these which were radically different from those at the present time.

For instance, the standard of domestic comfort could not have been very high if Bishop Whitehouse was correctly quoted then in saying that he could not bring his family to Chicago from Rochester, New York, as there was not a house in the state of Illinois suitable for Mrs. Whitehouse to live in.

As a matter of fact, the Bishop did refuse to reside here for several years after he had been made Bishop of the Diocese of Illinois.

But things were on the mend everywhere. Outside of the city, on the prairies and in the hills of Southern Illinois matters were primitive but there was a marked tendency toward the adoption of more refined methods of living. Robinson, one of our men who had been on the early surveys, told me that he was once awakened at an un-

earthly hour, the lady of the house, who was preparing breakfast, explaining that she wanted his one sheet as a tablecloth.

When I first saw the Garden City, in 1857, it was deserving of that name, for the greater number of the one and two-story dwelling houses that largely made up the city were built on lots of ample size which were generally used for garden purposes.

Many of the streets were well shaded and not unattractive, but in the business district, extending from the Lake to the South Branch and from the River to Randolph street, where the old city was being torn down and rebuilt, the element of beauty had received but little consideration.

For a block or two in the neighborhood of the courthouse the streets were improved with some sort of pavements, but they were generally in the condition of the ordinary prairie roads. The main thoroughfares leading into the country, Archer Road, Blue Island Road, Green Bay Road, and the like, were dignified as "plank roads" and during some months in the year were the only highways where horses and vehicles could be sure of escape from the deep mud that prevailed through the wet season.

Sidewalks were of wood, and downtown, where the street grade was being raised six or eight feet, were on different levels connected by steps.

In the central part of the city a system of sewers was being constructed and the new buildings were connected with that, but the older buildings there, as in all other parts of the city, had no sewer service. All household sewage was taken care of in the primitive way.

There were no suburbs, and no places of resort or entertainment near to the city. But Michigan Avenue from Randolph Street to Park Row was called the most beautiful street in America and everybody was justly proud of it. Lake Michigan came up close to the plank sidewalk on the east side of the street and the breakwater built by the Illinois Central protected the inside water so that there was always a quiet lagoon where sailboats and rowboats could be used.

Beyond the lagoon and the two railroad tracks was the expanse of blue lake stretch-

ing indefinitely to the east, and, except in the winter, always dotted with lake craft, principally sailing vessels. It was an inspiring sight when at the opening of the straits in the spring a hundred vessels left the harbor and spread their sails in the offing.

In the winter time there was skating on the lake basin.

In 1857 Chicago was a big city and was growing still bigger. It had a population of 90,000 and was threatening to rival St. Louis, which then had 150,000 people.

In this big city I found myself in the latter part of April, 1857, with the world before me. The time had come when I must find a place for myself in the business of life and I had started on the voyage of discovery.

At Sheff' we had been pretty pessimistic as to any immediate success in engineering work, when we occasionally discussed the matter. We were about ten years too late. All the railroads and great public works were completed and young civil engineers were not in demand. To be sure, after the civil war, which was so certain to come, there would be lots of work in restoring bridges and railroads which would have been destroyed, but that might not be for ten years or more.

In Mexico and Central America there seemed to be some prospects, and it might be worth while to accompany General William Walker, "the gray eyed man of destiny," in his projected excursion to the Halls of the Montezumas.

This Mexican business so much appealed to me that I took Spanish as an elective instead of French. I do not know that it has been of much value to me as yet, but I may sometime go to live in Mexico. Quien sabe?

However, in the course of a few months after graduation several of the fellows had found occupation of some sort. Anthony had taken a position as tutor in the Department; Barrows was in an architect's office in Boston; Boisblanc had gone to Paris to continue his studies; Bronson's father had bought him a farm; DeForest was traveling in Europe; Plata had gone to Honduras to help his father in some revolution business; Simonds was back on the Fort Wayne as a division engineer and had taken Cardee with him as his assistant; Prime Williams was a conductor on a railroad in Ohio, and Mississippi Williams was on the road selling for a hardware concern. I do not recall any others of whom I heard. I taught in a boys' boarding school during the winter and learned to carve turkeys on Sundays and holidays.

I say "Sheff'" although we did not use that name, for Mr. Sheffield had not then made his munificent gift to Yale, but that designation will best define the institution

to most of its graduates. Some of you Sheff' men do not know that Mr. Sheffield acquired a large part of his fortune in the construction of the Rock Island road. He and his son-in-law, Mr. Farnham, made a pile of money on this contract.

As I said, the spring found me in Chicago essaying the Great Adventure. I had letters of introduction to two or three people and on presenting the first of these I was received with a cordiality which I appreciate to the present day. Samuel S. Greeley is a name which has been well known in Chicago for many years, and Mr. Greeley, who was then city surveyor, not only gave me kindly suggestions but invited me to spend that evening at his house. I met there half a dozen people and passed several hours very pleasantly.

The last time I saw Mr. Greeley was in a court room a couple of years ago, where both of us were giving testimony in a case which went back to this period A, and I came very near calling the court's attention to Mr. Greeley as the man who had given me my first pleasant impressions of Chicago. But I didn't do this and Mr. Greeley will never know how much I enjoyed my introduction to Chicago through him.

The next day I started to look for employment and made my first call at the office of the chief engineer of the Illinois Central. I was ushered without ceremony into his presence and was received by a pleasant looking, mature young man of about thirty to whom I confided that I was a recent graduate from the engineering department of Yale College and was desirous of getting a position on some railroad. Mr. Chief remarked that they had recently had one of our Yale men and he hadn't given satisfaction. Upon inquiry I found it was G—— from our class and I hastened to say that I didn't profess to know as much as G—— professed to know but I thought I was competent to do what I said I could do.

To my surprise, Mr. Chief said he would give me a chance and that I could report for duty on the next Monday, the first of May. And I did so and have been continuously "on the job" ever since.

—Oh, yes, I have a furlough now.

The fact that G—— had been on the scene and had made a swift exit amused me, for this gentleman, while having the reputation with the class of being the nearest to the foot of our ladder of learning, had an exalted opinion of his own ability and would have had no hesitation in giving the chief engineer points if he had opportunity. He was the oldest man in our class and always carried himself with much dignity. I suppose he did vary his costume but I recall him as always wearing a silk hat and attired in a bright blue coat with

a velvet collar, light trousers and white cotton gloves.

Incidentally, I may say that I heard from him some time after this and (he said) he was chief engineer of a road under construction in Arkansas.

I soon learned that our chief engineer was Captain George B. McClellan, a West Point man who had made a brilliant record in the Mexican war and, in 1855 and '56, had been one of a commission sent to Europe by the United States to report on certain matters pertaining to the War Department. He had been made chief engineer of the Illinois Central in January, 1857, and was soon made vice-president also.

I am sorry that I am unable to give interesting accounts of personal confidences between this (afterwards) distinguished man and myself, but the truth is, I came into very slight contact with him. As vice-president he was the chief executive of the Road and managed all the departments.

Mr. William F. Biddle, assistant chief engineer, was the man most in evidence in our department, as orders came through him.

During construction the work had been divided into twelve divisions, but on completion, in September, 1856, the road had been divided into four engineering divisions. Mr. Truman M. Kellogg was division engineer of the Fourth Division, with headquarters at Chicago and I became his assistant. Our principal work in 1857 was the extension of the lake shore protection south from Twenty-fifth Street and the completion of the station grounds north of Madison Street by filling, bridging and tracklaying. In the winter we spent considerable time cutting ice on the river, at the St. Charles Air Line bridge, for the supply of the company's ice houses along the line.

But the new sewer system was getting rapidly into service and I guess that after 1859 we did not cut any ice on the river.

Captain McClellan was a gentlemanly man and was respected and liked by all who had business with him, although I think he did not have personal dealings with many of the employees.

My own relations with Mr. Biddle and Mr. Kellogg were very pleasant. The only act of mine which the former ever objected to was the shaving off of my whiskers. He shook his head and said it impaired my appearance. Deferring to this opinion (?) I have never repeated the act.

Mention of Mr. Biddle recalls some other names. Mr. Austin was a genial gentleman holding a high position in the Land Department. Mr. John A. Lewis was the literary expert who edited the many publications of the Land Department and all the printing of the Operating Department. He

had been a roving printer and editor and was supposed to know everything about printed matter that was worth knowing. Mrs. Austin, Mrs. Biddle and Mrs. Lewis were delightful ladies from Philadelphia and Boston and brought the refinements of those old cities to help leaven our somewhat primitive society. I have never forgotten their kindness to me.

Speaking of the Land Department, you must know that at this time the Operating Department was playing second fiddle. This was natural for this was the financial power that built the road.

Look at the figures. Two and a half million acres at ten dollars an acre gives \$25,000,000 and the 700 miles of road would cost only \$21,000,000, leaving the stockholders with a road all paid for from the sale of lands alone and a neat surplus of \$4,000,000! Can Mr. Promoter do any better than that nowadays,

Going back to Austin, he was a man given to practical jokes and one time caused considerable embarrassment to a fellow employee. You remember that Charles Dickens originally wrote under the name of "Boz," this being a family nickname for his young brother Augustus, first pet-named "Moses" and then—with a cold in the head—shortened to "Boz." Well, Augustus Dickens was a clerk in the Land Department and, shining in the reflected light of his famous brother, was to deliver a lecture at Hyde Park. To his considerable discomfort, when his lecture was about half over, a jangling of sleighbells was heard outside, a big sleigh unloaded a party of Land Department people, who entered the hall and, without any pronounced disturbance, proceeded to emphasize the speaker's points with frequent bursts of applause. It is said that they did not very much overdo the business, but the lecturer must have earnestly prayed thereafter to be delivered from his friends.

A prominent figure of this period is another gentleman, Major Ambrose E. Burnside, cashier of the Land Department. I am unable to recall Captain McClellan as attired in any particular costume, and therefore it is evident that his dress must have been in good form, but Major Burnside was noticeable for the nicety of his clothes, which were not obtrusive but uniformly of a more stylish sort than were usually worn. I think of him as wearing a dark frock coat with velvet collar, white vest and light gray trousers. He was a little older than McClellan, always wore a genial smile, and carefully cultivated the side-burns that afterwards became famous as "burnsides."

Captain Silas Bent was from the navy; he was superintendent of the Chicago Division.

McClellan, Burnside and Bent lived in

one of the company's brick houses on Michigan Avenue between Lake and South Water Streets. You see, when in 1852 the Illinois Central decided to establish its terminal station at the foot of Lake Street, the shore of Lake Michigan there was only a few hundred feet east of Michigan Avenue, and the company purchased all the lots between South Water Street and Randolph Street on the east side of the Avenue, thus acquiring riparian rights and enabling it with the consent of the City to make the necessary filling in the Lake.

You have heard about the predatory depredations of this railroad on the lake front. Well, this was the first of these "stealings," notwithstanding the fact that the owners sold to the company at top-notch prices.

These lots were disposed of as soon as possible after completion of the road, excepting one of them, on which, some time in the sixties, a fireproof building was erected for the Land Department.

Speaking of "stealings," it is, or was a few years ago, a prevalent opinion in Chicago that the Illinois Central had stolen from the public not only its right of way into Chicago, but also a large amount of land captured from Lake Michigan. The fact is that the company has paid handsomely for every foot of ground that it occupies in the city of Chicago. The land north of South Water street was purchased from the United States, and that between South Water and Randolph streets from private owners. From Randolph street to Park Row the rights were granted by the city, while all the tracks south of Park Row were acquired from private owners, either by direct purchase or by condemnation in the ordinary way. When portions of the bed of the lake have been occupied it has been done legally under riparian ownership, ordinances of the city and authorization by the United States.

The public never had any ownership except to the "Lake Front," so-called, between Randolph street and Park Row. And here, in 1852, the city was very desirous that the railroad company should make its entrance into Chicago, because the lake for several years had been making serious inroads upon Michigan avenue, and the city was yearly spending considerable money in protecting the shore.

The people on Michigan avenue were relieved of a great anxiety when the company had completed the substantial breakwater that protected both the railroad tracks and their property.

The next time any one tells you that the Illinois Central stole its way into Chicago just ask him to specify the particular tract or tracts. Mr. Farbet will give you chapter and verse to show their legal acquisition by the company. If the Illinois Central could obtain a reasonable sum on account

of the libels that have been printed concerning its Lake Michigan property it would be able to pay off a considerable part of its bonded debt.

Going back to the house on Michigan avenue, I ought not to omit mention of another person who also occupied the premises.

This was a colored gentleman, who acted as butler and chef for the other gentlemen. I use the word "gentleman" advisedly, for John Warner possessed many of the characteristics which we associate with that term.

He "knew his place," indeed, but he was a man of pleasing appearance, was well read on many topics, always quiet and dignified, and as competent to discuss national affairs and literary matters as the average station agent or division superintendent or civil engineer.

After the close of the Michigan avenue house he came to the general office building and was head janitor and mail man for several years.

I lost sight of him when he took a position in the federal building. But I always respected him for his sterling qualities.

Perhaps I recall Captain McClellan in connection with an incident in the fall of 1857 as clearly as in any other.

He brought with him to Chicago as his secretary a fine looking man of military bearing, who had been his orderly in the army. Powers was an Irishman and had an exalted opinion of the captain, as well as of the position which he himself held. I think he was decidedly more dignified than his superior.

But he was a good fellow, and occasionally unbent and told characteristic Irish stories. He went once on a vacation, and I was deputized to perform his duties, which I did to the best of my ability. But when Powers came back and went over my record he was shocked over certain things I had done. He was sure something awful would result. However, nothing happened and he became reconciled to me.

Well, something did happen to him. One morning he didn't get around as usual, and the news soon spread that he had committed suicide. The young woman had persistently said "No!" and he had decided that life was not worth living.

McClellan and Burnside were two of the pallbearers; I do not recall the others.

There were three or four carriages, and I occupied the company's buggy with David. In some way a spot for the grave had been obtained in the Roman Catholic cemetery. I think it must have been about where Mrs. Potter Palmer's house now stands, but, of course, no priest would officiate. So a Methodist preacher said the solemn words in which we expressed our sorrow and our trust.

David was the special doorkeeper who had the vice-president in charge and protected him from unwelcome intruders. He was a middle-aged Scotchman, a zealous theologian and a frequent sampler of Kentucky mountain dew. On this occasion he gave me much information concerning the Roman Catholic church in general, and wondered what the Pope would do if he discovered our desecration of consecrated ground. But apparently the Pope never found it out.

Perhaps I might as well at this moment allude to an incident in which David figured some years later. It came to pass that David's study of Kentucky products became so absorbing that he left the employ of the company "for the good of the service," and devoted himself largely to drinking in the inspirations which a thirst for knowledge often develops. And one Saturday afternoon when I was going home on an Indiana avenue car I noticed David engaged apparently in a spirited theological discussion with another passenger. Presently the argument became so forceful that the conductor interposed and suggested that David get off the car. David did not accept this proposition, whereupon the conductor undertook to throw him off.

A complication and general mixup ensued, in which Mrs. David took a hand—the conductor had bushy whiskers—and a policeman who was on the car interposed in the interest of law and order. David and Mrs. David were escorted to the Cottage Grove Avenue police station, where they would have plenty of time to cool off before Monday morning.

But, after my dinner, having meditated somewhat on the matter, I concluded to go over to the station and see if I could do anything to relieve the tension.

When I entered I found that David was

pounding on the door of his cell, and expounding his theology at the top of his voice. "Oh, you'll catch it!" he shouted. "There IS a hell, and you'll go there; There IS a Devil, and he'll get you! Oh! there is a good old Devil for just such fellows as you!" Mrs. David, from some near-by seclusion, was vociferating loudly: "Amen! Amen! That's the talk, David! Give it to 'em! Give it to 'em!"

As soon as the anathemas quieted down a little I interviewed the lady, and found that their two children were locked up at home, no doubt wondering at the prolonged absence of their parents. And they were locked up until Monday. Pretty hard for all parties, wasn't it?

So I had a conference with the officer in charge and deposited the necessary amount with him as bail that Mrs. David would appear in court Monday morning. Needless to say, the mother hurried off to look after and care for the children. I did not think it necessary to take David away from a place where he could spend Sunday so profitably to himself and others.

On Monday, of course, I had to appear and ascertain the fate of my friends. The case was very simple. The officer told a straight story: Fracas on street car; man very drunk and disorderly, attacked conductor, assaulted officer; and the court promptly said: "Thirty days," and was proceeding to the next case when I stepped up to the bench and asked for a word. I explained that this man was well known to me—an exemplary citizen—church member—once in a great while affected by this temporary insanity—devoted wife—small children; and the court reversed his former decision and said: "Five dollars—next case." And as it was possible to dig up five dollars David and Mrs. David went on their way rejoicing.



VIEW OF THE OLD ILLINOIS CENTRAL STATION FROM THE CORNER OF MADISON STREET AND MICHIGAN AVENUE



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Companys books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local-Treasurer in Chicago, or the Local-Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,

Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....

How They Railroaded in 1879

We have before us a copy of Illinois Central Time Table (Iowa Division), effective Sunday, April 18th, 1879, at 8:00 o'clock A. M. On the back of the table is printed "Regulations for the Running of Trains," and undoubtedly the extracts that follow will be of interest to those employed in the Transportation Department at this time.

Rule 1—"The standard time for all trains will be the chronometers in the ticket office at Dubuque and the trainmaster's office at Waterloo. Conductors and Engineers will compare time daily, and are required to keep their watches in exact conformity therewith. Conductors and Engineers who have not an opportunity to see the chronometers, will compare time daily with Conductors of through trains."

Direction Rights.

Rule 5—"Trains going east and south are entitled to the track for thirty minutes beyond their own leaving time, and also thirty minutes beyond the leaving time of opposing trains of the same or inferior class.

Rule 6—"Trains going west and north will not leave a station unless they can, without doubt, reach the meeting place on or before the time marked in the Time Table for the departure of the opposing trains, but will wait where they expect to meet the opposing train thirty minutes beyond their own leaving time, and also thirty minutes beyond the leaving time of the opposing train, and then proceed with caution, keeping thirty minutes behind their own leaving time until the delayed opposing train is met.

Meeting Points of Passenger and Freight Trains.

Rule 7—"Passenger trains will not wait for freight trains at places for meeting. Freight trains will wait indefinitely for passenger trains, and must not run on their time. Between trains of the same class five minutes must be allowed at meeting points for variation of watches, which must be observed until the trains meet. This time in no case to be used by either train in running. At meeting points, freight trains must arrive in time to take position on side track at least five minutes before passenger trains are due to leave. If necessary for freight trains to occupy the main track at meeting points with passenger trains, Conductors will give notice of their position by exhibiting danger signals sufficient distance to prevent accident."

Safety First seems to have been the practice even in those days.

Rule 9—"Trains, on approaching a meeting point, will enter the side track at the nearest end, and in no case where the side track is connected at both ends will trains run by, to back in from the direction and on the time of the opposing trains, until the Conductor has first sent a man in advance with signals a sufficient distance to stop the opposing train."

Rule 10—"All trains, when approaching stations, watering or coaling places, must do so with great care, excepting to find some train occupying the main track. Conductors of freight trains will be on top of the cars, and must see that their brakemen are in the proper place to immediately apply the brakes to slow or stop the train if necessary to do so. Also before commencing and while descending long grades."

Considerable latitude seems to have been allowed in the issuance of train orders, and it was evidently up to wild trains to look out for themselves.

Rule 12—"No irregular engine, with or without a train, will be allowed to pass along the line, except by the written permission of the General Superintendent, Division Superintendent or Trainmaster.

"Wild trains have no rights whatever against any regular or flagged trains, and must be kept entirely out of their way, clearing their time at least ten (10) minutes."

"Regular trains receiving telegraph orders to leave stations ahead of time will be considered as **Wild Trains while running ahead of time.**"

Engine Inspectors in Round-Houses Evidently Not a Part of the Mechanical Force in Those Days.

Rule 21—"Engineers must use all possible precautions to prevent damage by fire from their engines. They must see that the netting in stack and ash pan is in good order before going out on the road. Engineers will not draw fire in front of station

buildings, nor on frogs or switches. When fire is drawn upon the line of road, Engineers must be particular to see that it is extinguished before leaving it. Dampers of ash pans must in all cases be closed while crossing bridges and passing station buildings, wood, etc."

Speed Restrictions.

Rule 27—"Passenger trains when behind time will not exceed card time in running, unless the condition of track, weather, etc., will warrant their so doing and insure safety. Great caution must be exercised in this respect.

"Freight trains must in all cases conform, as near as practical, to card time, and must never exceed a speed of fifteen miles per hour, unless by special orders from Trainmasters or Superintendents. Engineers, Conductors and Trainmasters will be held responsible that this rule is complied with. In every case where the maximum speed prescribed in this rule is exceeded, it must be reported to the Division Superintendent. A speed of fifteen miles per hour will pass seven telegraph poles in one minute."

Station Agents Considerable Factor in Train Movement.

Rule 32—"Station Agents must know that all switches are in proper position for the passage of trains upon the main track; also, that standing cars have the brakes set or otherwise secured, so that they cannot be blown out upon the main track by wind, or position changed to interfere with the free and unobstructed passage of trains upon the main track.

Rule 33—"Conductors of trains will promptly report to the Division Superintendent any lack of attention on the part of the agents, or other persons whose duty it is to aid in the passage of trains. Promptness in doing work at stations is enjoined upon all, in order to enable trains to use as much of their time as possible in running between stations. Full loaded freight trains that have no work to do at stations, must not arrive any longer ahead of time than necessary to get fuel and water; and at meeting points to get out of the way of trains. Engineers and Conductors will be held responsible for the speed of their trains."

Penalty for Carelessness.

Rule 46—"Any employe, who, by carelessness or negligence, causes or permits damage or injury to the property of the company, or that of the public entrusted to the company, will be required to pay for the same, and the amount will be deducted from his wages."

Movement of Trains by Telegraph.

The ranking officials probably conferred and decided each day whose duty it was to issue train orders.

Rule 1—"The General and Division Superintendent and Trainmasters are the only persons authorized to move trains by special orders, and but one person on the same section will be permitted to move trains by special order at the same time."

Green a Train Order Signal.

Rule 2—"Operators will, upon receiving telegraphic orders for trains, **immediately** display a GREEN FLAG by day or a GREEN LIGHT by night. The Agent at each station will select a conspicuous location for displaying green signals, and when once selected, it must not be changed, except for good and sufficient reasons. Should the train be at the station, Operators will in **person** first notify Conductor and Engineer that orders await them, before answering the Trainmaster that train is held. When an order is sent to an Agent or Operator to hold a train for orders, the green signal must be displayed immediately, and before the understanding of the order is returned; the understanding must contain the phrase, "My green signal is out." Operators must not fail to take in the green signal at once after the delivery of the orders to the Conductor and Engineer of the train for which it was shown. Green signals at stations must not be used for any purpose except as an indication of orders for train, and must be so regarded."

Conductors Had to Write Understanding of Train Orders.

Rule 6—"All orders by telegraph for the movement of trains will be taken in duplicate by the Operators (the manifold paper being used for this purpose, that correctness of copies may be secured). These orders will be addressed to the Conductor and Engineer, to whom they will be read aloud by the Operator. **The Conductor will write the understanding of the order, which must be read by the Engineer and signed by both, and will then be transmitted to the person giving the order, who will, if the same is correctly understood, give his "O. K." and the time, which will be endorsed on the order by the Operator receiving the same. After which endorsement, one copy**

of the order will be given to the Conductor and one copy to the Engineer, who must in person receive them from the Operator. No train will run upon such an order until the "O. K." is received."

Torpedoes Were Used and Three Exploding in Quick Succession Called for Reversing of Engine and Sand.

"Six torpedoes will be furnished to each Conductor and Engineer, to be used to call attention to danger signals at any time when the view is obstructed, also at night or stormy and foggy weather.

"When a train is detained on the main track from any cause whatever, it shall be the duty of the Conductor to send a Flagman with three torpedoes in the direction of the expected train, who shall go at least the distance of sixty rail lengths and fasten a torpedo to the rail, on the Engineer's side, and then proceed and fasten the other two at intervals of twenty rails beyond the first.

"If he should be recalled by the return signal before the expected train comes within hearing, he shall leave the torpedo last laid down and take up the other two and return to his train with all possible despatch.

"Whenever an engine explodes a torpedo, the Engineer must stop immediately, and then will proceed with extreme caution until the obstruction is passed. If three torpedoes are exploded, the danger is imminent, and sand must be used and the engine reversed.

"Whenever torpedoes have been used, application must be immediately made to the Trainmaster for a full supply, and Conductors and Engineers are required to know that they have a full supply."

THE FOLLOWING SCHEDULE OF ARRIVING AND LEAVING OF TRAINS APPEARED IN THE GALENA DAILY ADVERTISER, UNDER DATE OF JANUARY 28TH, 1857.

ILLINOIS CENTRAL RAILROAD.

Change of Time.

ON AND AFTER THIS DATE TRAINS will arrive and depart from Galena as follows:

FROM DUNLEITH, GOING EAST AND SOUTH.

Leave Galena—

Chicago Express, East, leaves Galena at 8:50 A. M.

St. Louis and Cairo Express at 7 A. M. and 6:50 P. M.

Trains arrive at Galena—

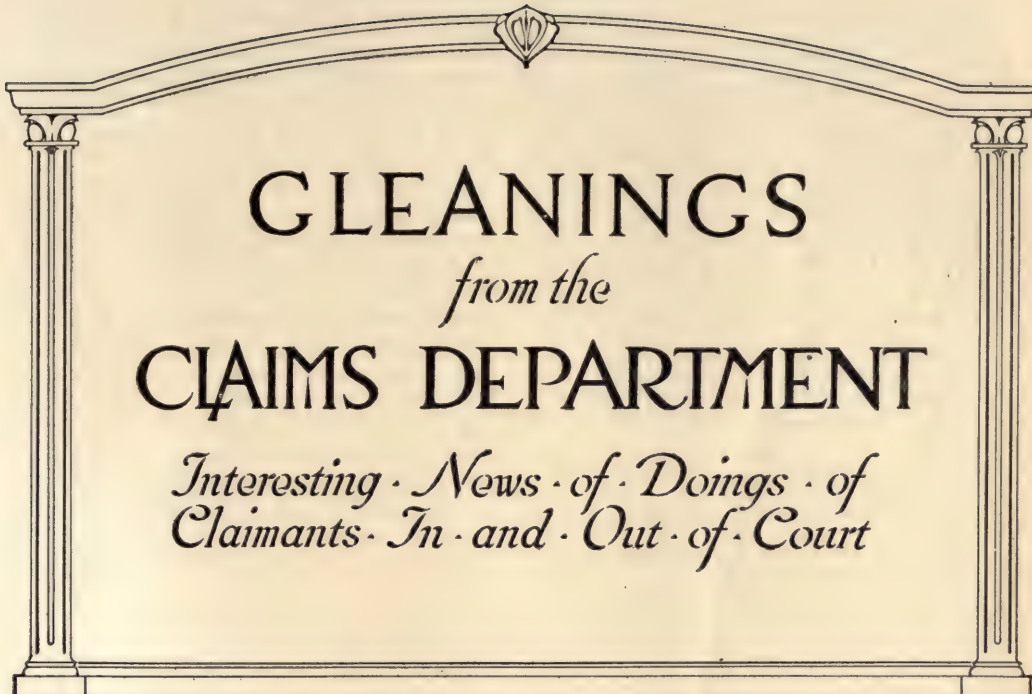
Chicago Express, North, at 5:58 P. M.

Cairo and St. Louis Express at 7:32 P. M. and 6:30 A. M.

No train going East Saturday evening. A train leaves Galena on Sunday evening at 7 P. M.

JOHN H. DOANE, General Superintendent.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

DECREASE IN LITIGATION AT VICKSBURG

THE January term of the Circuit Court of Warren County, Mississippi, will, in all probability not continue in session more than two weeks, which will be most unusual inasmuch as the full time of the court which is allotted by law is eight weeks. The last April term of the Circuit Court remained in session but four weeks, while the October term was in session only three weeks. At both terms parties having cases on the docket were given an opportunity for trial, in that every case was called for trial before adjournment. Heretofore, the Warren County Court has always consumed its full time, and then did not succeed in disposing of the business. If the January term finishes its work in two weeks, the record will prove to be one which the taxpayers of Warren County ought not overlook. They will be the gainers on account of the great decrease in litigation against corporations, for which Warren County has set the pace in Mississippi. The taxpayers of Vicks-

burg and Warren County are to be congratulated.

VERDICTS FOR \$42,000.00 SET ASIDE

On April 14, 1914, Dr. R. B. Nelson and Dr. A. C. Lewis, two prominent physicians of Memphis, Tenn., were struck by Y. & M. V. R. R. train No. 111 at the Horn Lake Road crossing, south of Memphis. Dr. Nelson succumbed to his injuries a few days later. Dr. Lewis, who was driving the machine, was not seriously hurt and soon recovered. Suits for damages were filed against the railroad company by an administrator of Dr. Nelson's estate, and by Dr. Lewis. The cases were tried in the circuit court of Shelby County and a jury, on December 3rd, last, returned a verdict for \$30,000 in the Nelson case and \$2,000 in the Lewis case.

The preceding day a jury in the Federal Court of Memphis returned a verdict for \$10,000 in favor of R. E. Thomas, a freight conductor in the service of the Y. & M. V. R. R., who sus-

tained amputation of one of his legs at Hollywood, Miss., November 2, 1914.

On Saturday, December 18th, a motion for a new trial was argued in each of these cases and the verdicts were set aside by the courts. In the Nelson and Lewis cases the court, in accordance with a new Tennessee rule of practice, not only set aside the verdicts but entered judgments in favor of the railroad. This action was based on the ground that the evidence failed to show that the engineer operating the train was at fault, but did, in the opinion of the court, show that those riding in the auto were guilty of negligence in failing to observe the approach of the train.

In the Thomas case the court simply set aside the verdict and granted a new trial, whereupon Thomas' attorneys dismissed the suit and have since brought another action in the state court.

As things are arranged in this world, frequently what profits one is at the expense of another. It was, of course, quite a relief to the railroad to have judgments of this magnitude set aside but, it was, no doubt, a great disappointment to the plaintiffs and their attorneys to see such attractive sums so quickly melt before their eyes. This demonstrates the uncertainties and disappointments of litigation and emphasizes the wisdom of litigants compromising their differences where possible.

Another most striking example of the advantage of compromise adjustments appears also at Memphis. On August 7, 1914, James I. Fletcher, a flagman on the Y. & M. V. R. R., was fatally injured at Lake Cormorant, Miss., leaving surviving a widow. Within a few days a representative of the company called on her and suggested a settlement and was assured the matter would be taken up later, but instead, a lawyer was retained and suit filed in the Federal Court, on August 19th, just twelve days after the accident.

On November 23, 1914, W. H. Fletcher, a brother of James I. Fletcher, employed as a switchman on the Memphis Terminals, was killed, leaving a wife and five small children. A different

policy was adopted by this family, and the subject of settlement was taken up with the company's representatives and within three weeks after the accident occurred an agreement was reached and quite a substantial sum of money was paid.

The suit for the death of James I. Fletcher is still pending, there having been two trials, each of which resulted in a disagreement of the jury. Instead of having the matter adjusted in three weeks, this case has been pending 17 months with very gloomy prospects for any recovery ever being obtained, and at best, the final disposition of the case is somewhere in the distant future. The handling of these two painful and unfortunate occurrences would appear to furnish food for reflection before either party to a controversy rushes into the courts.

LEFT IN THE LURCH

On June 19, 1914, an automobile occupied by W. E. Bellis and his son, Chester Bellis, was struck by passenger train No. 122, on public highway crossing near Louisville, Ky., and hurled probably fifty feet, demolishing the machine and injuring both occupants, though not seriously. The occupants then and there expressed their determination to sue the company and force them to pay damages. They employed counsel and instituted separate suits for their injuries and demanded \$1,000.00 for the machine. The cases were continued several times, and were finally tried on December 6th, and it took the jury but a short while to bring in an unanimous verdict for the railroad, leaving the cases in such shape as that plaintiffs will not likely undertake an appeal, and also leaving them with judgments against them for quite a large bill of costs.

EXPECTED WITNESS TURNED UP

Many witticisms are often passed upon the fact that the cow killed by a train is invariably a Jersey. It is equally strange that when an animal is killed in the wee small hours of the night, far from human

habitation, that some one, usually a negro, is found who was up with a sick child, returning from a dance or some other plausible explanation, for nocturnal rambles, and witnessed the accident and appears to testify to the details. Possibly the revelations in the suit of *J. W. Trott vs. the I. C. R. R.*, brought at Charleston, Miss., for a horse killed, may explain this phenomenon in some instances.

At the trial Dewitt Burns, colored, was produced by the plaintiff and testified that he was traveling along the railroad track from a visit to his wife's people to the home of his own folk after midnight and met the horse in question which was walking on the track toward the trestle and shortly after, he met a train going in the same direction as the horse, stopped and saw the train strike the horse and knock it off the trestle. He testified that the engineer failed to whistle or slacken speed. The proof showed the horse bore no marks of having been struck by the train but the jury returned a verdict for \$175.00. Immediate investigation developed that Burns had not been seen by his wife's or his own people for many months. Burns was located a few days later and an affidavit secured from him to the effect that he did not see the accident, was not at the place on the night in question and did not know the horse was killed until several days later, but was employed to testify to the facts as given by him upon the trial.

The affidavit and the negro were produced in court at the hearing of a motion for a new trial and the verdict was immediately set aside. The facts were laid before the grand jury which was in session and the negro was indicted for perjury.

LIMPED ON THE WRONG LEG

A New York Exchange says: "James Schmidt, who sued for \$20,000.00 for injuries to his right leg sustained in falling through a coal hole, limped on his left leg when he hobbled into court late today. Judge Mulqueen sentenced him to a year in prison for attempted grand larceny."

GETTING AFTER LAWYERS

Last week the Appellate Division of the Supreme Court of New York censured one prominent lawyer severely, disbarred thirteen and suspended seven for various terms. A little purification of this kind would work well as a deterrent to malpractice in this state.—*The Meteor*, Crystal Springs, Miss., Nov. 12, 1915.

The above editorial expression from an influential newspaper located in the heart of Mississippi, shows the drift of public opinion on the unethical practice of law. A profession which is honored above all others is in danger of losing its prestige unless something is done to check offending lawyers, those willing to stoop to almost any depths for financial gain. Ethical lawyers are still in the majority, but they are being rapidly swept aside by the members of the other branch of the profession who are constantly on the alert for business at any cost. No doubt the example set in New York will be emulated in other states. The public will continue to appreciate and revere honorable lawyers, but the scalawags who search the back alleys for cripples and use them as tools to serve their own ends, who break up the friendly relations between employe and employer, who separate unfortunates from their best friends, are doing a very great damage to society and are deserving of the execration of their countrymen.

TRAFFIC IN LAWSUITS

Importation of personal injury suits from Iowa to Minnesota for trial in the courts of the latter state was given a severe jolt in a decision recently handed down by Judge Maxwell in the district court at Creston, Iowa. The decision charges that Minnesota attorneys maintain paid agents in Iowa who solicit damage suits against railroads. These actions are instituted in the courts of Minnesota.

"Through the most scandalous and unethical conduct of a number of lawyers located at St. Paul, Minn., the courts

there are being fairly swamped with cases of this character to the great injury and inconvenience and inequitable treatment of the residents of our and other foreign states," declares the court.

It is true that a great many cases originating in Iowa have been taken to Minnesota for trial. This in itself is suspicious and bears out the claim of Judge Maxwell. The conclusion is that litigants should patronize home industry.—The Dubuque (Ia.) Daily Times-Journal, December 5, 1915.

HALF OF WOMAN'S MONEY DID NOT SATISFY LAWYER

Although Attorney Thomas Lindsay received a fee of \$3,200 when Mrs. Lillie Lipking was given a judgment of \$6,500 against the Evansville & Terre Haute railroad, he seeks a \$1,000 additional fee for collecting the judgment. His suit was partially tried Thursday and continued.

Edgar Durre has a claim against the estate for services for \$750.

In 1908 John P. Lipking was run down and killed in the C. & E. I. yards and in 1910 a damage suit was filed in Posey County. A verdict of \$5,000 was returned but the case was appealed. Later by a decision of the supreme court the widow was awarded \$5,000 with interest amounting to \$6,500.—The Evansville (Ind.) Press, December 23, 1915.

NO, THEY HAD RATHER BE KILLED

Dr. John J. Coffman, of Scotland, Pa., in a letter to the editor of the Journal of the American Medical Association of December 11th, writes as follows:

"Would it not be possible for the Journal to get the facts in regard to automobile casualties in the United States? In view of the fact that your practical system of collecting and tabulating the accident results of the Fourth of July annual observation has aided forcibly in bringing about a change from a dangerous and destructive demonstration to one of safe and sane observance, might it not be possible to the same extent to make the use of the automobile safe and put

a stop to the frequent deaths and injuries?

"I am convinced that if the daily, or especially the annual loss of life could be ascertained and shown up in as conspicuous a manner as has been done in the Fourth of July casualties, the American people would be appalled.

"The American public, through its legislative bodies, the Interstate Commerce Commission, and otherwise, has demanded that the railroads and other public service carriers adopt and use every device and plan for safety; and yet the private citizen, with no consideration of his own or other persons' safety, uses the automobile with its many horsepower engine in a most indifferent and reckless manner.

"Many of these machines or cars are too often run by individuals of indifferent judgment or physical condition or by youths or others incompetent to insure the safety of their own lives or that of others traveling, perhaps, by safer methods.

"If, in every case, the cause or influence leading to the accident, even in a large percentage of the occurrences, whether causing death or other injury, could be ascertained and shown in a lucid form, undoubtedly it would lead to better and safer conditions in handling these engine driven vehicles. Laws and regulations could be urged, and enforced, making this mode of travel one of safety.

"If you can do this work you will confer on the traveling public a blessing and aid that would be inestimable."

There surely can be no controverting of the contentions of Dr. Coffman. Moreover, he seems to have viewed the entire situation in a sane and sensible fashion. Whatever is to be accomplished along this line in the preservation of life must be done by a campaign of education, of constant and continuous repetition.

Dr. Coffman speaks of the American public being "Appalled." When you "appall" the American public you assume a task the magnitude of which is a shameful reproach to an enlightened age. They are not appalled at the death rate

of 400,000 people of this country annually from tuberculosis. There seems to be no undue alarm because 37,000 people are destroyed annually in this country on account of typhoid. They were not terrified by the submarine disasters of warring nations, and to this day on belligerent ships sailing in dangerous waters are to be found Americans throwing an open challenge to death. So that when one speaks of "appalling" Americans, he immediately associates his mind with earthquakes, Dante, and Paradise Lost.

REED RESTRAINS TAKING SUITS TO FOREIGN COURTS

**Rules Minnesota Trials of State Cases
are Not in Order**

Far Reaching Ruling That Bears Significantly on Ancient Practice

A decision, the effect of which will be far-reaching, was handed down this morning in circuit court by Judge W. M. Reed in a judgment filed in the case of the Illinois Central Railroad Company against Linnie Reed, administratrix, of the estate of John Reed, deceased. In the judgment, the court perpetuates a temporary injunction, restraining the defendant from further prosecution of a damage suit for \$20,000 against the Illinois Central, now pending in the courts of Minnesota and in the St. Paul district.

The defendant, through her counsel, Attorneys Mike Oliver and Joseph R. Grogan are taking the necessary steps to carry the case to the court of appeals.

Judge Reed had had the case under advisement for several months as it is of a most unusual and significant nature.

About eighteen months or two years ago, Jerry Reed, a Negro employe of the Illinois Central, was killed by being jammed between cars while at work near Union station. His wife, Linnie Reed, qualified as administratrix of his estate and instituted suit in the courts of Minnesota for \$20,000 damages, through Attorney Anderson.

Railroad Blocks Move

Some time before the day set for a trial of the case in St. Paul, Minn., the railroad company, through its counsel here, Attorneys Wheeler and Hughes, filed a petition in which they prayed for an order temporarily restraining the administratrix or her counsel from prosecuting the case in the Minnesota courts.

The railroad company charged that inasmuch as the accident occurred in Paducah and within the jurisdiction of Kentucky courts, it should be tried in this state.

Trial of the Reed case had been held up in the meantime and will continue to be held in abeyance until the court of appeals in this state makes its decision.

The Injunction

The judgment filed this morning, in part reads:

"That the defendant, Linnie Reed, as administratrix of Jerry Reed, deceased, be and she is hereby temporarily enjoined and restrained from maintaining, carrying on, or prosecuting any suit or procedure by her, now instituted in the state of Minnesota against this plaintiff, Illinois Central Railroad Company because of, or on account of the death of Jerry Reed, deceased and said Linnie Reed, as administratrix of Jerry Reed, deceased, is particularly restrained and enjoined from prosecuting or assisting in the prosecution, or in any manner trying the case of Linnie Reed, as administratrix of Jerry Reed, deceased, plaintiff, against the Illinois Central Railroad Company, now pending in the District Court of the Second Judicial District, in the county of Ramsey and State of Minnesota; and the said defendant, her attorneys, representatives and agents, and all persons acting for her or in her behalf, be, and they are restrained and enjoined from in any manner assisting or engaging in the prosecution of said suit so instituted by her in the said State of Minnesota, which injunction and restraint shall remain in force until the final hearing and determination of this case, but the defendant is given leave to apply within twenty (20) days from this date, to a

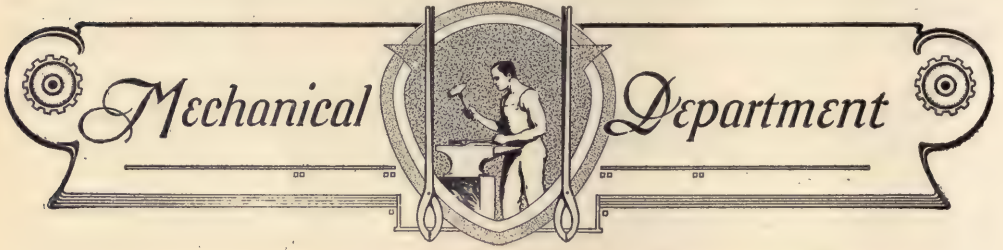
judge of the court of appeals of Kentucky to dissolve or modify the temporary injunction herein granted."

One of Many Cases

Numerous cases have been carried from Paducah to the Minnesota courts and in some of them, judgments against the railroad company were returned.

The judgment filed this morning will affect not only cases arising in McCracken county but in counties all over the state.

There are a large number of damage suits which grew out of accidents on railroads in this state, now pending in the Minnesota courts.—The Paducah (Ky.) Evening Sun, December 10, 1915.



The McComb Shop Apprentice School Exhibit

By T. L. Smith, Machinist Apprentice

THE McComb Shop School exhibited its work to the public for the first time at the Pike County Fair held at Magnolia, Miss., Nov. 3-6, 1915.

The exhibit was in charge of H. N. Seney, Apprentice Instructor, who was assisted by some of the apprentices. The display consisted of two distinct parts, one from the shop school and the other from the shops.

That from the school consisted of free-hand sketches, drawings, tracings and even blue prints. Various plates, blue prints and text books used in instruction were also shown. Some samples of pen and ink work and free-hand lettering were much admired.

The shop exhibit consisted of samples of work done by apprentices in the various departments. The main features were a complete heating stove from the foundry; a miniature "one class" engine cab and pilot complete, from the carpenter shop; an entire engine oiling outfit from the tin

shop; and a wrist pin, link and back end of a main rod (complete) from the machine shop. The blacksmith shop produced some very creditable forgings and the boiler shop some samples of flue setting, riveting and flanging. All of our signs, painting, and decorating were done by our painter apprentices. A glass checkerboard made of gold and silver leaf on a piece of glass was perhaps the most beautiful article in our exhibit. We had many other articles too numerous to mention and can only say that our exhibit was too crowded in an 8x15 booth.

This exhibit received the prize as the best school exhibit, the blue ribbon also for manual training exhibit and second prize for pen and ink work.

This display attracted widespread attention and comment. To many it certainly was a revelation. Many people could hardly believe that such a thing was being accomplished in their very midst and that we were being taught something beside hard work.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

How to Keep Well and Comfortable During the Cold Weather

AS winter approaches it is important to consider the means by which our health may be protected and comfort maintained during the cold weather. It is true that nature is able to go a long way toward securing this result, for the resisting power of a healthy body is very great and capable of dealing with great variations of temperature provided proper aid is given the body in the way of suitable clothing and personal hygiene.

Many persons are able to pass through the entire year with but little or no change in the form of dress and still avoid any unpleasant consequences. But as age increases, and when sickness occurs, or when the rules of health are violated, this resisting power of the body becomes weakened and unable to perform its functions; then this loss must be compensated for by additional clothing, as well as protection from other sources, otherwise unpleasant and even dangerous results may follow.

While it is true that some articles of food are greater heat producers than others, still it is hardly necessary that any change should be made in our food during cold weather, beyond what is available during winter months. A fact which should be remembered is that breakfast should be the best and most important meal of the day; there is no better evidence of health than a good appetite upon rising in the morning, for the digestive organs have had a long rest and are in good condition to digest a generous meal. The prevailing notion that it is sufficient to take only a little fruit, a roll and cup of coffee for breakfast is wrong and without logical foundation, and there is no time when this idea is more detrimental to good health than during cold weather. For the body, like an engine, must have a proper amount of good fuel in order to perform its work.

The writer believes that impure air is re-

sponsible for many of the ills of life. During the winter particularly in cities and towns persons remain within doors not less than twenty out of twenty-four hours of the day, and in our offices, and more so in apartments and workshops, the temperature is often too high—sometimes reaching 80° to 85°. If a person remains in such a temperature all day the skin becomes susceptible to the lowered outside temperatures, which is often 50° or 60° below that of the room or office. There is no doubt that this condition is often directly responsible for many of the ailments which so frequently occur during the cold weather. How necessary then to carefully watch the temperature of your room or office and see that it is kept at the proper temperature and properly ventilated.

The selection of clothing for the cold season generally involves a change in the outer as well as the under garment, and the addition of great overcoats or wraps for outside exposure. There is but one material which practically and scientifically has received general approval, and that is wool, or at least 60% to 75% wool. This substance offers the best protection against the low winter temperatures, for it is a very poor conductor of heat and cold, and while in this way it helps to retain the body heat, it also very effectively aids in preventing the chilling effects of the external temperature upon the surface of the body. Cotton is the least valuable for this purpose, and yet how almost universally is cotton used as underwear. It is not desired that under garments shall be composed entirely of wool, for a mixture of 25% of cotton does not materially affect the protective value of this material, while it renders it more agreeable to the skin and prevents excessive shrinking during the process of washing. Not only the material, but the weight of winter under garments must be considered.

It is the common practice to have winter suits for those of the lighter weights worn during the summer. That is largely a matter of habit and is not good or logical. Dr. Doty, of New York, says: "While it is important that woollen under garments should be worn during the winter, since they constitute a direct protection to the skin and guard against the unpleasant effects of sudden change of temperature upon the surface of the body, a variation in the weight and material of the outer garment is neither necessary nor desirable." The fact is that during the winter we wear heavy and uncomfortable outer garments in order to be protected for a short time while in the open air, whereas our mode of dress should rather be compatible with the interior, and then some form of heavy wrap added when we go outside. Under these conditions there is no reason why the same weight and texture of outer clothing should not be worn throughout the year except probably the very thinnest which is used in very hot weather. Those who have adopted

this modern and reasonable form of dress are fully convinced of the comfort and protection it affords, particularly within doors. Protection against the diminished temperature outside should be provided for by using a heavy overcoat or wrap.

It is also very important that the feet be well protected in cold and wet weather, for the footwear of the present day is ridiculously faulty. Carelessness in this way constitutes the most common cause of colds, sore throats and other conditions which are not only uncomfortable but often prove dangerous. Everyone should be provided with rubbers and overshoes and use them whenever the streets are damp or wet or covered with snow. Cold and wet feet are the most common causes of colds and sore throats.

Proper protection of the feet, proper care in the clothing worn and care to prevent the over-heating of offices and living apartments during the winter months is far more important than the general public realize.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Mr. T. J. Foley, Gen. Mgr.,
I. C. R. R. Co.,
Chicago, Ill.

Memphis, Tenn., Nov. 29, 1915.

Dear Sir:

I want to thank the Illinois Central Hospital Department for the prompt and efficient attention given me in connection with an operation which I have just had performed.

A Hospital Department Surgeon was at my bedside within fifteen minutes after he was called. He diagnosed my case as appendicitis, advised me to go to the hospital at once, and had an ambulance at my home almost immediately. The Division Surgeon was at the hospital to meet me, and after an examination advised that an operation was necessary. I was on the operating table within half an hour after reaching the hospital. The case proved to be a very serious type of appendicitis, but owing to the splendid care given me by the Surgeons and the kind treatment I received from the Sisters at St. Joseph's Hospital, the operation was successful, and I am now improving rapidly.

I can never forget the kindness shown me by the Illinois Central Hospital Department, the Surgeons and the good Sisters while I was in St. Joseph's Hospital.

Yours respectfully,

(Signed) E. J. WATSON,
Conductor Y. & M. V., Memphis Division.

Dr. G. G. Dowdall,
Chief Surgeon, Chicago.

Fort Dodge, Iowa, Sept. 9, 1915.

Dear Sir:

As you are aware, my son, Emmett, who is employed as stenographer by the company, has recently been attended by Hospital Department Surgeons in Chicago, and in his behalf and in view of my natural interest in the matter, I wish to express my appreciation of the kindness and efficient service rendered him. We are very glad of the opportunity of belonging to the Hospital Department.

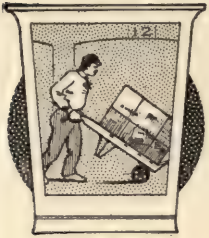
Again thanking you for the attention given my son, I beg to remain

Yours truly,

(Signed) M. F. COFFEE,
Flagman, Iowa Div.,
Fort Dodge, Iowa.

FREIGHT TRAFFIC

DEPARTMENT



The Export and Import Business

By E. L. Throgmorton, Commercial Agent, Kansas City.

NO one knows the origin of the export business, but the basis of it has always been the same, supply and demand. This is, of course, the basis of all business, and we find no difference between domestic trade and the export and import, in this respect.

The origin is ancient, and in the early days it was carried on under great difficulties, and the means of transportation were very limited. On land, goods were transported by caravan, and on the sea, the galleys, and sailing vessels were used. Months, and often years, were consumed, in an expedition of this kind, and yet, notwithstanding all the adversities, it has constantly grown and prospered.

The conditions, however, changed gradually, and through civilization and man's ingenuity, the questions of transportation have been solved, one after another, until we have arrived to the present era, known as the commercial age, which is beyond any question, the greatest the human race has ever known, and made possible only by the adequate transportation system of the present day. It is my opinion, however, that the public in general give very little thought to this question, but accept present conditions as a matter of fact, but it can not be denied that next to religion, modern transportation has done more for the civilization of man than any other agency.

Points remote from each other, as well as foreign countries have been brought closer together so far as time is concerned, and thus space has been annihilated. There is no difference today, in the distance between Chicago and Liverpool, or between Kansas City and Amsterdam, than one hundred years ago, but modern transportation has reduced the time, from a matter of weeks, and often months, to a very few

days. Therefore, our export and import business has developed along with the improvements in the matter of transportation.

A few years ago, the products of foreign countries, on our American markets, were considered more or less as luxuries, but today, practically all of them are considered as necessities. Did you ever consider how many articles you use or at least come under your daily observation, which were produced in a foreign country? Or did it ever occur to you, in your own home while enjoying a delicious cup of coffee, that it was produced in Brazil or Central America, or the lemons used in your household may have grown on an island in the Mediterranean Sea? It also may not have occurred to you, that the silk in your wife's dress, or in your shirt, was produced in Sunny Spain, or some Oriental country, and that the linens on your table were manufactured in Ireland. Possibly you have given the matter no attention, but if you will think it over, I dare say, you will be astonished at the number of articles you use daily which were not produced in our country.

On the other hand, a native of France, Holland, England, or practically all other European countries, would no doubt be equally surprised if told that the bread consumed during his daily meal was raised on a Kansas farm, and milled in the same state, shipped to him in a sack of jute, which was grown and woven in India, manufactured by an American bag company, just for the purpose of supplying him with that daily bread; or that the lard used in the making of the bread or in preparing his meal in general, was from a hog raised in Illinois or Iowa, slaughtered in a packing house in Chicago or Omaha. On the other hand, his lard may not have originated from the Illinois or

Iowa hog, but may have flourished in our own Sunny South, in the seed of King Cotton. Instance after instance of this kind could be used, but it would be merely a repetition and a waste of space to use them.

During the past year, on account of the European conflict, this country has forwarded the largest volume of business from its shores it has ever produced for this purpose. The total from January to October, inclusive, amounting to \$2,867,123,745.00, while the business for all of 1913 amounted to \$2,428,506,358.00, that year being the largest on record up to the present. Apparently, our business for all of this year will reach about \$3,500,000,000.00. The bulk of this movement is being forwarded through Eastern ports, but more or less of it is moving through the Gulf, and all lines have enjoyed a share of it.

The enormous business mentioned above consists largely of munitions of war, and so long as the European countries carry on the conflict, it will undoubtedly continue to move. However, when our natural foreign markets forsook their peaceful vocations, a large part of our industries were seriously crippled. They at once set about for new fields, and the result is that Central and South America are nearer us than ever before in our history. Much investigation has been carried on both by the government and the business interests of our country, in this field, and the result is our manufacturers are preparing for an enormous business in a field which has heretofore belonged almost exclusively to Europe. This together with the fact that after peace is restored, the demand for our products will be unusual, both in the East and West, is the silver lining to the present cloud.

It is inevitable that the Illinois Central Railroad will be a factor in this great business to move, not only in that of the present, but in that to come. This great system of ours reaches out through the Mississippi, Ohio and Missouri River valleys, touching directly thirteen states and

connects with all lines serving the Central and Middle Western states. It is, therefore, the logical route to the Gulf from this entire territory.

Years ago our management realized that the port of New Orleans would one day be a great factor in the export and import movement of this country. They, therefore, with great foresight, established suitable facilities at that point for taking care of this traffic. These facilities are a marvel in their completeness, and are a source of wonder to all who visit them. Days can be spent in going over them and they must be visited to be appreciated.

We therefore, have the facilities at the port which are adequate for all demands, and with a railroad which is second to none, whose service is uniformly the best, serving one of the greatest producing and consuming territories of the United States. What more could we ask? Surely, we of the Illinois Central are to be envied.

With our physical requirements all that we could wish, it devolves upon the Traffic Department to supply the business for these great facilities. The question therefore arises, how can we reach the highest possible standard of perfection toward this end? By co-operation, or in other words, harmony. This is the foundation of success in all lines of venture, whether in business or government. A man of medium ability is worth more if he will co-operate with his fellow man, than a really brilliant man who does not do so, as the latter brings about confusion by his misguided efforts. Teamwork is the essential qualification of all organizations, and while I am positive from my experience, that the representatives of our line possess this idea to a greater extent than most lines, it should ever be held up as our guiding star.

Let us each, therefore, with renewed energy and zeal, put our shoulder to this great commercial wheel, and make it not only in name, but in fact, the greatest factor in the export and import business in the United States.





LOSS & DAMAGE BUREAU



How to Prevent Damage by Rough Handling in the Yard and on the Road

For the Loss and Damage Meeting, held in Memphis, October 19, 1915, a committee prepared the following paper on the subject of:

In the Yard.

COMMITTEE recommends constant active effort on the part of the officers, yard foremen, switchmen and switch tenders to keep in mind cars switched or allowed to run together hard causes damage, by rough handling, to the contents of cars which the employes handling cars are not informed of unless someone calls their attention to cars striking hard or not properly handled by the employes when switching. Subordinate officers who fail to immediately call attention of employes handling cars to the rough handling, fail to do their duty in preventing damage to contents of cars for the reason that the switchmen or those handling cars are not made aware of the damage done by them account of not seeing the claims or being called upon to account for claims, or called to account when they permit rough switching of cars in yards.

The committee is of the opinion that employes must be kept informed of the important duty of not permitting cars to strike hard regardless of the lading; and engineers' attention must be called frequently when rough handling is observed, and the subject kept continually before those who have to do with the handling of cars, and the extent of

claims made known to the individual members of the switch crews for the purpose of enlisting their support and assistance in preventing claims by reason of rough handling.

Yard crews, unless personally observing end of a car knocked out or contents exposed, do not seem to appreciate the damage is frequently done inside of cars of which they know nothing about, and unless the supervising employes call attention to rough switching it is not improbable that this work will continue because the employe has not been informed of the result of his careless or indifferent work. The work may not be careless or indifferent, it may be the habit that has been formed switching and allowing cars to strike hard, what they considered a moderate rate of speed, when, in fact, the contents of cars are being greatly damaged by such switching. Unless it is made known to the men who do the work that they are doing wrong it is very likely they will continue wrong-doing without any intention of doing so. The greatest publicity must be given by those employes supervising the work of switching and handling cars in yards and the men who are responsible for rough switching must have their attention called to same—not one time, but every time they are observed handling cars except in a careful manner.

The committee recommends the line of instructions to the employes who handle cars, should be with a view of

having the men understand that the fewest possible movements of a car is the success of proper terminal operation, reduces the wear and tear on the car, reduces liability of accident—put a car where it belongs with the least possible movements and in a careful manner, and damage paid out by the company for rough handling will be greatly reduced.

Committee condemns the practice of foremen handling long cuts of cars, switching "one in—one out," and recommends handling of short cuts with view of permitting more careful handling and expedite the work of switching as well as preventing wear and tear on both motive power and cars. Enginemen should have their attention called when they handle cars roughly, such as starting them or stopping them in a rough manner. There is more damage done by stopping cars than by starting, but both movements can be made with care, and that thought should be put in the mind of every engineer who operates a yard engine. It is evident that with the heavy power now used that great damage can be done to the lading of cars by rough handling of the motive power, and every yard foreman should take it upon himself to speak personally to engineers who persist in handling cars roughly. The foreman who will take an interest in that direction does himself a benefit by reason of not having to handle bad order cars, made so by the carelessness of his own crew. There should be no hesitancy on the part of any yardmaster or foreman of a crew in conferring freely with enginemen who handle cars roughly. There should be no hesitancy on the part of yardmasters in calling attention of foremen or switchmen when cars strike too hard, and where foremen do not appreciate the requests to assist the company in saving the money spent for damage account of rough handling such employes are not entitled to consideration.

On the Road.

The assistance of the engineer in handling a train on the road is desired, and he should be asked to have in mind that unless care is taken by him in the handling of the air rough handling may result. The engineer should be assisted in being furnished with proper air equipment in good working condition when he starts, and when evidence of rough handling reaches the attention of the conductor or brakeman the engineer's attention should be called to it immediately. Recent investigation developed that rough handling of trains may appear at the rear of the train without the resultant effect on the engine, and for that reason an engineers' attention should be called every time there is rough handling, with view of having him informed in case same should not reach his attention. If he does not know he has no chance to improve. Advertise the rough handling of trains among those who are in position to prevent same. A train that handles rough on the road the Trainmaster should be informed, or the Yardmaster where train was made up, or Mechanical Department should be informed that the air equipment on that train is not in proper condition, if the rough handling continues after the engineer has been informed.

The parties responsible for rough handling should have their attention called to same or the evil can never be remedied. If trains are permitted to leave terminal without air equipment in good condition and that terminal is not informed of that fact the careless work continues. If a train leaves the terminal in good condition and is roughly handled on the line the engineer's attention should be called to that fact immediately, and it should be his duty to determine if the fault is with the handling or with the equipment in the train. The conductor and brakeman should assist him in that direction and the cause of rough handling ascertained. If defective equipment is found same should be report-

ed. No improvement can be made unless the cause is properly investigated. Without a knowledge of the facts an investigation is frequently of little value. The cause first ascertained and then the remedy can be more easily applied. Co-operation among every man on the crew is necessary to prevent rough handling of cars on the road. Proper signals to the engineman, careful responding to such signals, careful switching at stations, and constantly bringing to the minds of those employes that care on their part alone will prevent rough handling, will, in the minds of the committee, prevent claims on account of that evil.

The committee urges the free and friendly sociable co-operation of every man on the yard crew, every man on the road crew, to acquaint themselves with wrongdoing, rough handling being in that class, and by such friendly co-operation let the facts be brought to the surface and the parties responsible, or the equipment if defective, made known, and that will do more to prevent rough handling than any other action that can be taken.

J. M. Walsh, Term'l Supt., Chm.

B. Herring, Agent.

H. V. Nevill, Traveling Engr.

H. Fletcher, Traveling Engr.

Committee.

A Splendid Showing

UNDER date of Dec. 2nd the Agent at one of our important stations issued the following bulletin addressed to all employes:

"Recently, this station has been checked thoroughly by the Loss and Damage Bureau representatives, Division Claim Agent, Car Service and Demurrage Bureau, Special representatives on car equipment, and by the Traveling Auditor.

"The reports of these gentlemen have been highly satisfactory; we have practically shown a record of 100 per cent throughout the examination of the station, a record that has never before been attained at this station, and probably at no other station.

"I feel that it is due to the employes of this station that such a remarkable showing has been made, and I wish to PERSONALLY thank every employe of this station for their interest and assistance in bringing about such good results, which, I am sure, could not have been reached without the very strongest of co-operation and interest by all the employes."

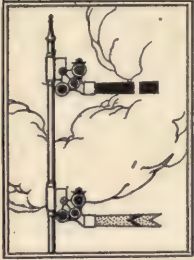
This is indeed a splendid testimonial of efficiency and denotes what can be accomplished through organization and team work at each individual station, with the result that all similar investigations conducted at each station would develop like conditions, since it is made possible by proper performance of duties required of each employe.

The instructions issued by each department to Agents are formulated to provide the accomplishment of their branch of work along the most practical lines, and to suit conditions. Every feature in connection with station operation is covered by such instructions and in making investigation by the different representatives a careful check is made to determine whether or not instructions are being complied with, and the report made contains the result of inspection along these lines; at stations where each employe appreciates the importance of complying with the rules, not only will the entire organization be pleased with conditions, but our patrons will receive better service, thus increasing our revenue, which insures not only success to the company, but employment to the employes.

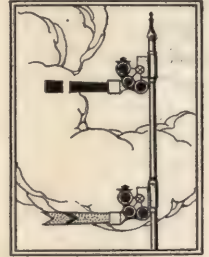
Local conditions at most stations are identical with the volume of business handled, and stations' forces similar, yet one Agent and his organization will be commended for the efficient manner in which their station is operated, while the other station is found far below the standard of a well operated station—the former complying with instructions, the latter disregarding same; and as we approach the new year we trust our station organizations will determine to show one hundred per cent efficiency in all branches of work in each investigation made at their station.



SAFETY FIRST



**COURTESY
AND
EFFICIENT
SERVICE
ALWAYS**



When Others Think of Your Safety, Why Will Not You?

WE APPEAL to each employe, whether wearing a safety button or not, to ask himself this question: "How can I prevent accidents?" Study the question carefully and submit your recommendations and suggestions to the Safety Committee and you may be assured they will be given full and prompt consideration.

If a dangerous condition, or improper practice, is observed—it is your duty to bring it to the attention of some one in authority. Your promptness may prevent an accident and probably save the life or limb of a fellow workman, who has loved ones depending on him for support and happiness, and the consequence of an accident would probably bring not only grief but destitution among them. Try to prevent a happy wife from being made a widow, a child or children, orphaned, and a mother deprived of a son on whom she has relied for care and support in her declining years.

It is within the power of employes to bring the Illinois Central Railroad System to first place among railroads as the one having the least number of accidents in proportion to the mileage, density of traffic, number of employes and population of territory served.

Minutes of Meeting of Water Valley Shop Safety Committee, November 22, 1915

MEETING called to order at 2:00 p. m. by W. W. Nash, acting chairman. The following members were present:

PRESENT

W. W. NASH, Pipe Fitter Foreman.
E. F. CHRISP, Engine Inspector.
W. J. KING, Blacksmith Foreman.
W. T. EVERETTE, General Car Foreman.
C. A. TYREE, Wrecking Foreman.
JNO. McDERMOTT, Boiler Foreman.
J. W. HARLEY, Tool Room Foreman.
C. C. BENNETT, Painter Foreman.
WM. JOHNSON, Tinner.
P. M. WHITEHEAD, Blacksmith.
C. B. WHITEHEAD, Painter.

VISITORS

S. B. HERRON, Accountant.

L. R. CHRISTY, Chief Clerk, General Car Foreman.

ABSENT

J. N. CHAPMAN, General Foreman.

R. R. ROYAL, Roundhouse Foreman.

W. J. SHAW, Gang Foreman.

W. F. HENRY, Boiler Maker.

H. F. COLLINS, Chief Clerk, Master Mechanic.

G. H. GREER, Division Storekeeper.

Reports from GSMP office were read and comments and comparisons made between this shop and other shops on system.

Each injury was gone over from the first of the month to date and comments, criticisms and suggestions for betterment were made.

Mr. Nash made short talk, calling attention to duties of each and every member of the committee. Also stating that each time an employe is injured he should go to his foreman before making report of injury. This will put the foreman in close touch with each injury and will help him to keep the men from being careless and as we have a committee to investigate cause of each injury it seems that we should not have any trouble in reducing the number of injuries at this shop.

Mr. Everette then stated that everything possible was being done in the Car Shop to reduce the number of injuries and that all the injuries occurring in that department, with the exception of J. E. Weir being burned, were very slight. He also called the attention of the committee to the way the Car Shop men came and reported anything that is liable to cause an injury and he thinks that interest taken by the men in this way will help to reduce the number of injuries.

Mr. Chrisp called attention to the clean and sanitary condition of the shops and grounds.

Mr. Tyree called attention to plank being moved from drop pit in roundhouse, and necessary steps were taken to have practice stopped. Mr. Tyree also called attention to loose ends of wire dragging and swinging from flat cars from which logs have been unloaded and steps were taken to have Car Inspector in yard to remove wire from cars while passing through Water Valley Yard.

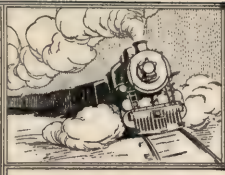
Mr. Nash then moved that meeting adjourn if there was no other business to be brought before the Committee.

Meeting adjourned 3:00 p. m.





TRANSPORTATION DEPARTMENT



Train Accidents

By J. W. Hevron, Supt.

AS a matter of comparison, our Railroad in common with others throughout the country classifies train accidents under two headings, namely; avoidable and unavoidable. However, in this article I am treating them all as avoidable, as the number of really unavoidable, if any exist, are of such infinitesimal character as to render a discussion of them unnecessary.

We are all familiar with the time-worn expression "Accidents will occur as long as railroads exist," but after carefully reviewing the wonderful reductions made in this respect on the Illinois Central Railroad during the past five years as reflected by the monthly statement furnished us by the management, and the very intelligent manner in which our employes are entering into the proposition, is it not possible the next like period will bring us very near to a realization of the Operating Department's most cherished dream "The Elimination of the Train Accident."

Nor is this confined alone to the Operating Department; accidents may be likened to barnacles which, attaching themselves to the hull of a ship, retard its progress through the water more and more as they multiply, so the accidents on a busy railroad retard its progress through every department. They result in a direct financial loss to the company, with no opportunity for remuneration, and often are accompanied with serious personal injuries to our employes and others.

There is no one thing that can so

completely demoralize a busy railroad as a serious train accident. It is true the tracks are soon reopened, but the delays incident to such accident often extend themselves through a several-day period until normal conditions are again restored. Our passenger and freight traffic is delayed, passengers are annoyed on account of missing connections, important business engagements, etc., freight shippers are dissatisfied on account of the delay to their shipments, and instead of having a pleased customer, future shipments are oftentimes diverted from our line on this account. So aside from the direct loss, the results may be far-reaching in every direction.

When investigating a train accident, how often do we find that a preventive could easily have been applied in the beginning. Usually of a very small and insignificant nature, but rapidly multiplied, and can be directly traced, as the cause of the accident.

Inasmuch as the train dispatcher creates all orders and instructions pertaining to the movement of trains not otherwise provided for, a great responsibility rests upon this individual in the prevention of accidents or the hazard of same. All train orders should be issued strictly in accordance with the various forms provided for in the rules, and if necessary to issue any train orders or instructions not so provided for, they should be issued in the plainest language possible. While the orders and instructions you may issue from day to day are perfectly plain to you through your

long training in this department, you should bear in mind they may not appear as plain nor the intent as clear to the person selected to execute them, and we should often ask ourselves the question as to how we would understand them, were we placed in the other fellow's position.

How easy could an accident have been avoided had the conductor and engineer exercised a little more care in checking the train register, reading their train orders to each other, afterwards imparting this knowledge to the other members of their train crew and keeping the information foremost in their minds until the order was executed. For the brakeman to have properly secured and locked the switch thereby preventing a cocked switch under a moving train. How easy for him to have complied with Rule 99 instead of supposing "There was nothing behind him."

How easy for the section foreman or track walker to have replaced the broken angle bar or tightened the bolt at an expenditure of possibly fifteen minutes time and thereby avoided a possible 24 hours continuous hard labor in putting his track back in condition for passage of trains, and possibly weeks before it assumes its former condition.

How easy for the car repairer to have detected and applied a missing cotter key from a brake connection or a bolt or nut from some part of a car truck which sooner or later may result in a derailment on this or some other railroad with a corresponding damage to equipment.

Our new freight and passenger equipment is the result of the very best efforts of our foremost American Car Builders. It is placed in service in perfect condition, every part secured and in place and it devolves upon us to maintain it in such condition. The careful inspection of this equipment by car repairers, trainmen and others is of the utmost importance. Our employes are daily detecting defects, both large and small, applying the necessary repairs, thereby removing a possible hazard of accidents.

The importance of operators and other station employes carefully inspecting moving trains passing their stations cannot be over estimated. Their position is

usually advantageous to detect defects that would possibly be overlooked if the cars were standing.

In my opinion the speed of a train has a greater relation to train accidents than any other one factor, and the restricting of the speed of our freight trains to 25 and 30 miles per hour on main line territory and a corresponding reduction on some of the branch lines, has been the paramount cause of the wonderful reduction in accidents on all Divisions. I well remember when these speeds restrictions were promulgated by the management, the misgivings that filled my mind (and no doubt there were others in the same position) visions of a congested railroad, delayed trains, crews tied up account of the Federal Law, etc., however, I endeavored to have the rule obeyed implicitly on the District with which I was connected at that time, and after it had been in effect about six months, we began noticing a wonderful decrease in accidents over the entire system. I distinctly recall one Division going through a period of one year without a crew being tied up. A certain district a like period without a wheel being derailed, and the writer, a few months ago, had occasion to compile a rather lengthy statement, showing the time consumed by freight trains between certain terminals, at the present time, on a very congested District, as compared with a like period several years ago, which reflected instead of decreasing the speed of our freight trains under this rule, we had in the aggregate increased it from terminal to terminal over 20 per cent.

It is very encouraging, indeed, to note the lively interest the employes of all departments are exercising in preventing train accidents.

The observance of our present rules and instructions together with a continuation of the co-operation in all departments having to do with the operation of trains, maintenance of track and equipment, will, I believe, greatly assist in entirely eliminating the "478 report" from the archives of railway literature and permit our various jumbos and steam derricks to be worn out in work of construction instead of destruction.

Transportation of Perishable Commodities---Need of Co-operation of Shippers with Carriers

By Eugene F. McPike, Manager, Perishable Freight Service, Illinois Central Railroad, Chicago.

(Abstract of paper for presentation at the Second Pan-American Scientific Congress, Washington, D. C., Dec. 27, 1915-Jan. 8, 1916.)

THE conservation of human food products is a national problem of great importance in all countries, including the United States where in spite of abundant natural resources the people are experiencing the high cost of living. It is essential, therefore, to reduce to the lowest possible minimum any economic waste in the handling of all perishable commodities which, in a high degree, are so necessary a part of the sustaining power of any nation. The American railroads have made constant and strenuous efforts to perform their full part of the work of supplying the requisite facilities for the proper transportation of the goods to market. They have done even more than this for they have invaded the wilderness and with unbounded faith in the future have projected their rails into the most uncultivated regions which have been converted into fields of great productive usefulness, supporting new populations and exporting to their neighbors far and near the constantly increasing surplus of the products of the soil. The natural growth of the population of the United States and the rapid increase from year to year in the production of fruits and vegetables and other perishable articles have caused the railroads to be confronted with many difficult problems of unparalleled magnitude.

There are in actual operation in the United States today more than 100,000 insulated refrigerator cars equipped with ice bunkers. There are single railroad systems which transport considerably more than 1,000,000 tons of perishable freight per year. The business as a whole, therefore, is large enough and of such nature as to require very close attention. The American railroads have not been backward in equipping themselves to handle the perishable freight traffic satisfactorily and with due regard to its importance and its peculiar requirements. It is entirely safe, therefore, to predict that in the future the railroads will continue to manifest in a substantial form their interest in that class of traffic. In fact the transportation of

perishable commodities has such a special hazard of its own as to make it imperative that great care and diligence be used as indeed are almost invariably used by the carriers which, in America, under the common law, are virtually the insurers of the freight entrusted to their custody. It may be true that from a technical or legal standpoint the American railroads are not actually the insurers of perishable freight to the same degree or in the same sense as they may be insurers of other non-perishable freight, yet in actual practice, all things being equal, the shippers of perishable commodities do generally rely upon the railroads to give safe transportation to such products and to deliver them on the market in as reasonably good condition as their inherent nature and the normal circumstances of transportation may permit. This situation, as to the liability of American carriers, is in some respects quite different from the responsibilities imposed by law or by custom upon the transportation companies in France and other countries of Europe. The American carriers are not, however, liable for any losses or damages to perishable goods in transit, the proximate cause of which may consist in one or more of what are generally known as the exemptions of the common law rule and which exemptions may be briefly stated as follows:

- (1) Acts of God;
- (2) Acts of the public enemy;
- (3) Acts of public authority or law;
- (4) Acts of negligence of shipper;
- (5) Inherent nature of the goods.

It has also been possible and still is possible under the existing laws of the United States regulating interstate commerce for a carrier under certain conditions to enter into a valid contract whereby its liability may be limited provided such contract or limitation is not contrary to any specific provision of law or public policy and is not unjust or unreasonable.

It follows, therefore, that in tendering for transportation any shipments of perishable goods there is still a considerable responsibility which necessarily rests upon the shipper himself and which includes various items for the proper handling of which it is essential that there be some active co-operation by the shippers with the car-

riers in order that the safe transportation, which is mutually desired, may be made possible. The shippers are responsible for the proper preparation of their goods for shipment with due regard to their inherent nature; the shippers are responsible for the proper packing, loading, stowing, stripping, bracing of carload freight and for its proper and specific description as well as for reasonable, definite and legible shipping directions. If the shipper faithfully performs his duty in all these respects he is sure of receiving substantial rewards in the more expeditious and satisfactory handling of his goods and in higher market prices. It is desirable, therefore, that the local agents of the railroads at the loading stations should endeavor to secure the constant co-operation of shippers who will generally be glad to give it because their interests and those of the carriers are mutual.

Preparation.—The proper preparation of freight for shipment is of itself alone a large subject. It has been conclusively shown by experiments conducted by the Bureau of Plant Industry of the U. S. Department of Agriculture that if the primary conditions are not up to a high standard and if the fruit is not carefully picked and handled so as to keep it free from bruising, there is no amount of subsequent refrigeration or other service in transit which could possibly overcome the evil effect of wrong handling at the start.

In the handling of organic perishable freight containing animal tissues, such as dressed poultry, it has been demonstrated by the Food Research Laboratory of the U. S. Bureau of Chemistry, that unless all the animal heat has been gradually and completely withdrawn from the product before it has finally become chilled or frozen, there is no amount of subsequent refrigeration in transit by carriers which can prevent the goods arriving on the market in bad condition. It is better understood now than formerly that the carriers cannot become responsible for damages arising from failure of shippers to prepare their products properly for transportation. The Interstate Commerce Commission in the case of the Georgia Fruit Exchange vs. Southern Railway et al., decided April 11, 1911 (20 I. C. C., 627), said that the railroads in their tariffs undertake to supply refrigeration "but this cannot be interpreted as an offer on their part to overcome physical conditions and characteristics that are natural to the traffic. Nor can it be interpreted as an assumption of the burden of preparing the freight properly for shipment. Some responsibility rests upon the shippers to improve the conditions under which their traffic is offered for transportation. The experiments conducted show that this can be done to the great benefit of the shipper and the carrier alike and also to the benefit of the public." It

seems to be admitted also that the carriers may refuse any freight, particularly perishable goods, when not properly prepared to permit of safe transportation to final destination.

Packing.—Preliminary to packing is the question of properly sorting and grading the goods as to quality to insure uniform standard of condition. A vigorous campaign of education has been conducted to impress upon the shippers the importance and necessity of using suitable containers for the different fruits and vegetables and other perishable products. Such articles when requiring ventilation or refrigeration should be so packed as to permit circulation of air within and through the individual packages.

Loading, Stowing, Stripping and Bracing.—The rules in the several classifications provide that when any temporary lining, false floors, racks, supports or other portable dunnage are required, they must be furnished and installed by the shipper and at his expense. The Interstate Commerce Commission in its decision of June 12, 1914, about dunnage, I. & S. Docket 354 (30 I. C. C., pages 538-546), said in substance that carriers are not obligated to furnish nor assume the expense or responsibility of furnishing portable dunnage and that it is not the duty of the carriers to load, strip or brace carload freight at their expense. If shippers fail to install suitable false floors at their own expense, the carriers cannot be expected to assume liability for any consequent loss or damage by heat or cold. It is also the privilege and duty of the shipper to line the car with paper or otherwise so far as in his judgment may be required. It is important that suitable strips be placed between individual tiers and rows of packages, to permit necessary circulation of air in the car. The loading of a car within a few inches of the ceiling is a dangerous practice as it reduces the air circulation or restricts refrigeration when used. The Interstate Commerce Commission in this connection decided that it was the privilege and duty of the shippers so to prepare their goods as to permit the loading thereof up to the tariff minimum weights per car (20 I. C. C., 623-630).

Description of Freight.—It is important that a complete and specific description of the goods shall be given by shippers to the agent at loading station. For example: "Fresh Meat" should never be described simply as "Meat." Hams, Dry Salt Meat, Sweet Pickled Meats, etc., should be specifically described by their proper name in full without the use of any abbreviations such as "P. H. P." for Packing House Products. The different kinds of fruits and vegetables should always be separately specified so that railroad employes may know precisely what commodities compose the shipment.

Definite and Reasonable Billing Instructions.—No one knows so well as the shipper himself the exact condition or state of maturity of his fruits and vegetables or other perishables at time of loading. It is of great importance, therefore, that the shipper give some reasonable and definite instructions concerning the desired refrigeration, icing, ventilation or other authorized accessorial service in transit according to carriers' tariffs applicable. The Act to Regulate Interstate Commerce provides that refrigeration, icing, ventilation and other instrumentalities of transportation shall be furnished by the carriers upon reasonable request therefor. The Interstate Commerce Commission in a case decided Feb. 18, 1915 (33 I. C. C., 294-296) declared that the need for ice varies with the condition of the shipment when loaded and the method of loading, involving various details with which the railroad employes at icing stations may not ordinarily be familiar, especially with respect to any particular shipment; also that the carrier cannot be expected to substitute the discretion or judgment of its employes for the more expert knowledge of the shipper as to whether or not any given shipment shall move under refrigeration or otherwise.

When shipments are forwarded under tariffs providing stated refrigeration charges per car, per package or per 100 pounds of freight, it is necessary only for the shippers to declare in writing whether or not their freight is being tendered for transportation under refrigeration. Where shipments are forwarded under ventilation or under tariffs providing a charge for the service of icing or re-icing by carriers on basis of a price per ton or 100 pounds of ice, the shippers should give in writing one of the standard notations which are definite and, therefore, not easily misunderstood. The shippers of semi-perishable freight such as apples or cheese; for example, when they do not wish to have any refrigeration in transit, should give a negative notation accordingly to forbid such service so that there will be no doubt as to what is expected.

Protective Service Against Frost.—With the exception of a few limited territories the American railroads have not generally recognized nor adopted the practice of furnishing heated car service in transit but the several classifications provide rules giving the shippers the privilege of installing their own heaters or stoves, linings, false floors, etc., and of sending a caretaker in charge of the car. The shippers can often so prepare and pack their freight or wrap individual packages in such manner as will reasonably insure protection against possible freezing in transit. Some shippers may prewarm the car before loading or use straw packing in the ends and center of car, particularly with eggs. In cases of

this kind, it is presumed that the shipper naturally assumes responsibility for loss or damage by heat or cold not the direct result of any actionable negligence of the carriers. According to a rule of law, the carrier is not liable for loss or damage by freezing unless by some act or negligence on its part (6 Cyc., 381). A carrier is not liable for failure to furnish any service not contemplated by its legal tariffs (C. & A. vs. Kirby, 225 U. S. 155).

Any alleged agreement which is not in accordance with lawfully filed tariffs on interstate commerce is unenforceable (A. T. & S. F. vs. Robinson, 223 U. S. 173). It is evident, therefore, that on an interstate shipment under normal conditions, the carrier probably would not be considered negligent for failing to supply heated car service not provided for in its tariffs.

The furnishing of heated car service by carriers is authorized by tariffs published in Maine, also by the Western Trunk Lines between the Missouri River, St. Paul and Chicago and by the North Pacific Coast Lines. These tariffs give the shipper the privilege of making his own choice between two options; that is, Option No. 1—shippers' protective service, and Option No. 2—carriers' protective service. In the former instance the shippers assume the responsibility for loss or damage by heat or cold not the direct result of carriers' negligence and in the latter instance the carriers assume similar liability for loss or damage not due to shippers' negligence. The Interstate Commerce Commission in at least two cases has decided that such optional rules are reasonable and lawful (29 I. C. C., 507; 34 I. C. C., 157), because when the shipper elects to perform the protective service himself, any subsequent loss or damage by heat or cold is not caused by the carrier.

Reconsignments and Diversions.—When carload shipments of fruits and vegetables or other perishable freight are reconsigned, the reconsigning orders should include proper instructions as to refrigeration, ventilation or other authorized service but not in conflict with standard notations.

Prompt Loading and Unloading of Insulated Cars.—The shippers and consignees can also greatly help the carriers and the shipping public in general by promptly loading and unloading all special equipment. It is unfair to the shippers as a whole for any one shipper or consignee to detain such cars an unreasonable length of time for his own personal benefit. The Interstate Commerce Commission in the Track Storage Case (35 I. C. C., pages 33-35) said:

"A consignee of freight has no legal right to use a car as a warehouse or storage plant."

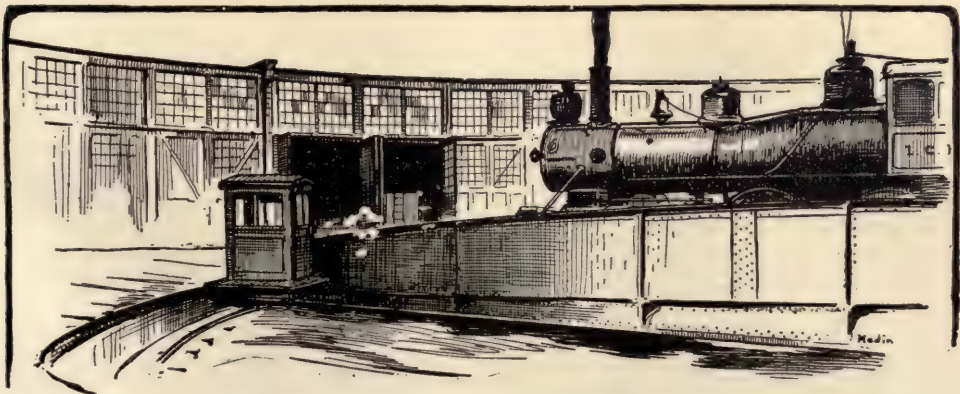
The Office of Markets and Rural Organization of the U. S. Department of Agriculture issued an interesting bulletin on "De-

murrage" which was published in March, 1915, and which shows the correctness of these principles. Carriers in various sections of the country have been forced to adopt somewhat high charges for detention or demurrage on refrigerator or insulated cars in order to encourage prompt release thereof.

The handling of perishable commodities is a subject having many peculiarities of its own which require very close and constant investigation and supervision in order to insure satisfactory results. The carriers themselves are not at all unmindful of the special duties and obligation resting upon them to use all reasonable care and diligence in the transportation and safe delivery of perishable goods. The principal shippers being experienced in their own business are also fully alive to their own special duties and obligations. It remains only to bring about a still more general understanding of the requirements of perishable freight traffic and at the same time an even greater degree of co-operation between shippers and carriers than has heretofore existed; only in such united efforts will it become possible to achieve the maximum efficiency of service and the minimum of economic waste which is mutually desired and which would certainly be for the public interest.

The people of the United States from the Atlantic to the Pacific Ocean and from the Canadian borders to those of the Republic of Mexico or the Gulf bearing the same name, are living as a single nation. Their cities are supported and the population thereof are fed not so much by the rural districts which immediately surround them

as by the country as a whole. The consumers in New York City or in Washington, our Federal capital, are as much accustomed to having upon their tables the products of Florida, Georgia, Alabama, Louisiana, Mississippi, Texas, California and Oregon as the products produced in the fields much nearer home. The carriers of the United States under such conditions have been confronted with the gigantic task of giving safe transportation to all kinds of perishable commodities, many of which are exceedingly delicate in character and must be hauled distances of 1,000, 2,000 or even 3,000 miles. That they have been able on the whole to perform this task in a reasonably satisfactory manner argues well for their average standard of efficiency of service. Under our common law no man is expected to do the impossible; neither should the carriers as such be expected to do the impossible. They will undoubtedly continue to maintain the highest possible efficiency in their service but this will be largely in vain unless the shippers collectively will also exercise the utmost care in the preparation, loading and forwarding of the goods. This they will certainly be willing to do for thus they will conserve and protect their own interests. No man has a right to destroy his own house by fire for that we call arson which is a crime. On the same high moral grounds, involving the public interest, no man has a right deliberately or willfully to destroy fruits and vegetables or other perishable goods, even his own, for they form a part of the common wealth of the nation at large, which is entitled to the conservation of the means of its own sustenance.





Illinois Central Railroad Company

The Yazoo & Mississippi Valley Railroad Company
Chicago, Memphis & Gulf Railroad Company

To Officers, Employes, Former Employes and Others:

The Interstate Commerce Commission is engaged in making an inventory of the property of the Illinois Central Railroad Company and its allied lines, and in doing so is investigating their corporate and financial histories. The Railroad Companies are required to give the Commission all available relevant data, and it is desired that this shall be done to the fullest extent.

Unfortunately many important records have been destroyed. Many original note books, maps, reports, etc., are known to have been kept in division offices and not forwarded to the general offices, and in many cases copies have been kept in the division offices, but the originals sent in have been lost.

It is probable that many present and former employes, likewise citizens along the line, have knowledge of, or are in possession of, records or important facts relating to the corporate, financial or construction histories of these lines, and that by making the matter public and having a full understanding about it, the company may be able to collect copies of, or obtain data relating to, such information.

The attached circular is issued with the hope that those who read it and have information of any character that would be valuable to the company in arriving at what is required, will transmit such information or put the company or its agents in position to get it.

A Valuation Committee has been created and given authority to call on all departments of the railroad to furnish information required for use in connection with the Federal Valuation work. Any information that is disclosed, or records of knowledge or facts that are found, should be transmitted to the Chairman of the Valuation Committee, Illinois Central R. R. Co., Chicago, Ill.

C. H. MARKHAM,
President.

Chicago, Ill., August 1, 1915.

List of Some of the Items in Regard to Which Information is Especially Desired

1. The present whereabouts of records of extinct railroad or construction companies that, at any time in the past, constructed or controlled any lines of railroad now a part of these companies' systems, such as minute books, stock records, ledgers, journals or other data pertaining to the history or the cost of construction.

2. Donations of lands, or other aids extended by states, counties, municipalities or individuals; also financial transactions relating to the cost of road or property that are not matters of public record.

3. Names and addresses of old employes and others who may have knowledge concerning the original construction of the road, such as contractors, real estate agents, local engineers, etc.

4. The present location of note books, maps, plans or other documents relating to the original construction or early history of the railroad.

5. Increased cost of construction and of acquisition of rights of way occasioned by necessity of avoiding dwellings, cemeteries, etc.; extraordinary expenditures and damages paid in acquiring property on account of buildings, orchards, severance damages, interference with drainage, etc.; structures moved or torn down on account of construction.

6. Embankments that have sunk below the original surface, or have slid away into rivers or otherwise out of place; special construction through swamps, such as log or brush mattresses, etc.; roadbed protection, such as piling, cribs, mattresses, rip rap, retaining walls, etc.

7. Drainage ditches remote from right of way, built or paid for by the Company.

8. Hills that have been removed or hollows that have been filled in connection with grading of roadbed or station grounds or yards.

9. Unusually difficult material encountered in grading, not now in evidence; material excavated from cuts, unsuitable for use in embankments and therefore wasted; cuts in rock where rock is not now visible.

10. Borrow pits and waste banks off the right of way; old borrow pits or other excavations now filled up.

11. Underpinning buildings on adjacent property.

12. Changes in highways and roads, and payments for privileges of closing road crossings; construction and maintenance of temporary public and private roads.

13. Changes in channels of streams; dikes, rip rap and other work on streams for protection of bridges.

14. Temporary tracks, trestles, etc., on account of highway or channel diversions or to take care of traffic during construction; roads built during construction for the transportation of construction material.

15. Unusual difficulties experienced in the construction of tunnels.

16. Unusual difficulties experienced in the construction of bridges, culverts and buildings, especially in the construction of foundations; damages from high water, ice or other causes during construction.

17. Old foundations of unusual size or depth, or containing piles or other forms of construction which might not be suspected.

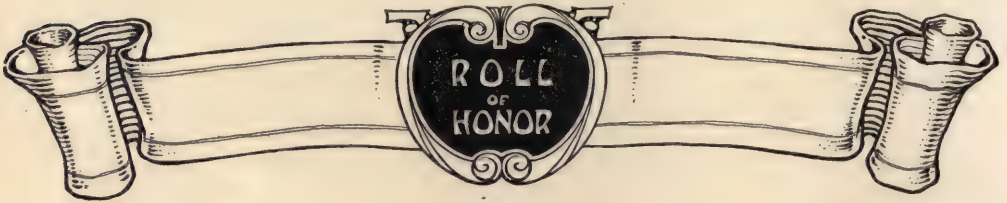
18. Culverts, drains, conduits, sewers, water pipes, etc., not readily discoverable, especially those built by the Company outside of the right of way.

19. Construction of cattle passes, bridges and other structures, and grading and other improvements off the right of way in connection with acquiring right-of-way or otherwise.

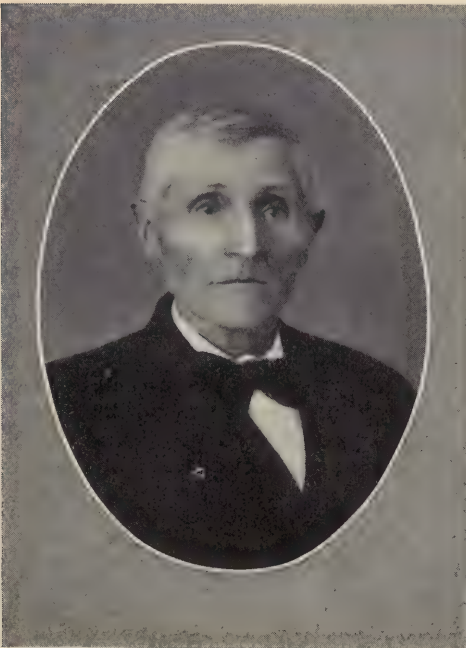
20. Items in connection with crossings, such as street work done or paid for by the Railroad Company, streets or structures raised or lowered, approaches to grade crossings, quantities incident to elimination of grade crossings, changes in roads and highway bridges, etc.

21. Curbing and paving of streets; construction of sidewalks, water mains and sewers; river protection done or paid for by the Railroad Company; drainage district, levee or other special assessments, etc.

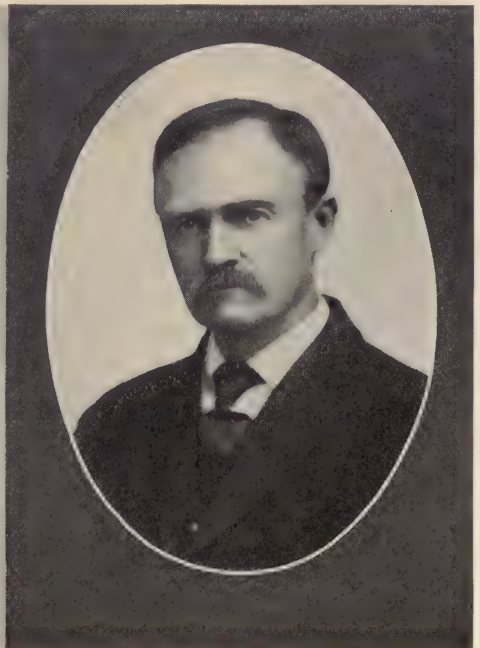
- 22. Unusual difficulties in connection with development of water stations and water supply.
- 23. Temporary leases of property in connection with construction.
- 24. Ownership of industrial spurs and other facilities, especially joint facilities.
- 25. Destruction of property on account of war, floods, fire, abnormal storms, etc.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|-----------------------------|-------------------|----------------|---------|--------------------|
| Baldwin Wheeler..... | Car Foreman | Paducah | 38 yrs. | 11/30/15 |
| Robert Davis (Col.)..... | Laborer | Water Valley | 48 yrs. | 11/30/15 |
| George H. Holmes..... | Engineman | Kankakee | 37 yrs. | 8/31/15 |
| Charles Coleman (Col.)..... | Engine Cleaner | Paducah | 39 yrs. | 9/30/15 |
| Michael Steffen..... | Crossing Flagman | Champaign | 18 yrs. | 12/31/15 |
| Pat O'Holey (Col.)..... | Brakeman | Evansville | 25 yrs. | 9/30/15 |
| John Monahan..... | Train Baggage man | Freeport | 35 yrs. | 12/31/15 |
| John Sullivan..... | Supervisor | Freeport | 50 yrs. | 12/31/15 |



JACOB HEIB.



OPERATOR GEORGE F. BARKER.

JACOB HEIB

MR. HEIB was born in Albersweiler, Germany, Oct. 25, 1845; came to Louisville, Ky., in the year 1865, and began working as freight handler on the old L. C. L., working in that capacity until August, 1881, when the road was taken over by the L. & N. He continued in the service of the L. & N. until 1892, working as yard clerk and seal clerk, at which time he entered the service of the C., O. & S. W. as car inspector, working in that capacity until retired, Oct. 31, 1915.



OPERATOR JAMES R. KANE.

JAMES R. KANE

MR. KANE entered the service as a telegraph operator in the year 1886 and worked continuously in that capacity until July 1st, 1915, when it was necessary for him to leave the service on account of poor health.

He was a loyal, hardworking employe, always having the company's interests foremost in his mind. This is evidenced by the fact that he has an absolutely clear record, there is not a single unfavorable entry on it, but there are three entries of

a commendable nature which were made on account of Mr. Kane discovering defects in passing trains and stopping them, thereby averting a possible accident.

GEO. F. BARKER.

MR. BARKER entered service as operator in June, 1873, and worked continuously as operator and agent until November 1st, 1915. He has a perfect record, no unfavorable entries of any kind on it, which is evidence in itself that he was a loyal and efficient employe. In his retirement, the company loses a good man. Mr.



JOHN SMITHER.

Barker has returned to his home in Farley, Ia., where he intends to enjoy the vacation he has so justly earned.

JOHN SMITHER

JOHN SMITHER was born in Louisville, Ky., Dec. 4, 1855, and began railroad work in 1881 as fireman on the H. R. E., then a narrow gauge road out of Rantoul, and continued in the service of that company until 1887, when it was taken over by the Illinois Central and changed from a narrow to a standard gauge road.

For the last 22 years Mr. Smither has had a regular run on the Springfield Division, Rantoul District, retiring Oct. 31, 1915, on a pension on account of poor health. His length of service, of course, is an indication that he was a competent and loyal employe.

Passenger Traffic Department

Little Talks with
the Rambler

Service Notes of Interest



Some Christmas Shopping

SNAP Shot Bill is a likable sort of fellow, and the Rambler and myself are rather fond of him. Still I can't help thinking at times that he is inclined to be a bit of a gossip, but not maliciously, I am sure. I sometimes wonder if his habits and training in the matter of keen observation of all that goes on about him from a kodak point of view has anything to do with what I have thought his gossiping proclivities. I asked the Rambler about this one day, and he said he thought I was right. "One on the alert for artistic compositions in the pictorial line," he said, "would naturally acquire a sharp sense of observation, and possibly hearing, in other directions. But perhaps after all, the term 'gossiping' is a trifle harsh, for I never knew him to tell what ordinarily goes under that head in anything but a kindly spirit. He seems to regard it, I think, more as a joke between friends than as news to be spread broadcast." Afterwards, as the matter occurred to me again, I recalled that I never knew Bill to retail his bits of personal small-talk except among those more or less intimately acquainted with each other, some one of whom was the subject of his stories. For instance, knowing my intimacy with the Rambler, he perhaps thought it was all right to ask me one day, in a quiet, jocose way, if I had noticed who the Rambler had evidently found on the train and walked away from the station with when last fall the Rambler and myself were returning from a duck shooting trip. I evaded the question, although I well remembered that I had been surreptitiously forced on that occasion to forego his companionship that he might substitute the Trunk Lady for

myself. I did not choose to discuss the matter with Bill, but he seemed anxious to chat about it with me, and so, supposing from my reply that I did not know who the lady was, he hastened to add, "I know who it was. It was the Trunk Lady." "How do you know?" I said in a way that, if possible, was intended to switch the subject from his mind. "O," he replied, "I happened to be down in the train shed when you came in and I saw them. They got off the train together all right, and as I went upstairs I later saw them walking together down the Avenue." "Well, what of it?" was my rather curt response. "O, nothing. It was all right. I don't blame the Rambler," he said with a good natured laugh, "but isn't he the sly boy? I do wonder, however, where she came from that day. Last I heard of her before then was when the Rambler was helping to show her visiting friend the sights of the city last summer." "Well, I wouldn't let it worry me," was my comment, as I held out my hand to take the picture that he was holding, and which he had evidently come to show me.

On another occasion, just a short time before the Christmas holiday, Bill gave another illustration of the blending of his chatty characteristic with his powers of observation. We were riding home together on a suburban train when he broke out with, "O, by the way, I saw the Rambler today in a Department Store buying Christmas presents." "He's evidently keeping in the swim if that's the case," I remarked, as I glanced about me and saw the bundles of all sizes in the hands and laps of almost every commuter on the train. "O, surely," said Bill, "that's all right, but what gets me

is that he was buying the slickest and biggest toy sail boat you ever saw. What do you suppose he is going to do with that? He has no family." "A man apparently alone in the world may have relatives," I said, for my mind immediately went back to our vacation of the summer before, and to what he told me about the sailing of the crude home-made boat of the youngster with whom he had such a good time at the seashore. "Lucky chap," I thought, "those large store boats cost money, but I wonder if the boy will have any more fun with the fine one than he would have if he made for himself a better boat than he had last summer, even though it would be of rough workmanship? Isn't the most of pleasure, after all, in the attaining, scheming, planning and bringing it about rather than having it thrust upon one without effort?" My train of thought was interrupted by Bill chuckling to himself as though there was something interesting about that shopping of the Rambler that he hadn't yet told, but I was not over curious in the matter, so I simply, in a perfunctory sort of way said, "Did you speak to the Rambler?" On his replying in the negative I added, "Why not?" "Well," laughed Bill, "I thought he would be just as happy if I didn't butt in. You see, just as I was going to say 'howdy' I saw the Trunk Lady coming toward him from an adjoining room. Three's a crowd sometimes." "Well," I said, "she lives in the city you know, and it was probably an accidental meeting. It certainly was not strange for her to be in a Department Store at this season of the year. and, as you say the Rambler was busy buying a boat, it was undoubtedly a chance meeting; if in fact." I added as an after thought, "they really saw each other after all." "Well, to tell the truth," said Bill, "while she was going in his direction I don't think she *had* seen him at the time I first noticed her, but do you want to bet anything that she didn't before she got out of that room? She was, as you suggest, 'accidentally' going in his direction." "O, well," was my rejoinder. "forget it Bill. I am afraid you are a bit of a gossip." "Nothing of the kind," he stoutly maintained, "but can't one be a bit interested in one's friends?"

My mild suggestion of reproof seemed to have no lasting effect on Bill, for the next day he came into my room with a broad grin on his face and with a serio-comic air asked me if I had ever heard of the Rambler being of a particularly philanthropic turn of mind. "He is liable to be anything," I remarked somewhat coldly, "but I do not 'get you'." "Well," said Bill, with a mock air of thinking deeply, "do you think he is a man of such softness of heart that he would be led to go out of his way to do some particularly human act? Would he pick up a stray dog, for instance,

with its leg broken by a passing automobile, and carry it to the nearest veterinary surgeon? Or, again for instance, suppose some fine morning he found at the door of that apartment of his a cute little baby in a basket, all wrapped up in neat but humble clothing, and with a tag on it saying, 'For the love of,' etc., 'please,' etc. What do you think he would do with that basket? Would he arrange to adopt the baby or would he call the police?" Bill was fairly bursting with suppressed mirth as he rattled this off, of course much to my mystification as to what he was coming at. However, I fell into his humor sufficiently to remark "there's no telling what he would do under such circumstances. He's capable of anything that calls for the exercise of the functions of a good heart. But stop your mystery and let's know what's on your mind. I warn you in advance, however, if it's any more of your gossip about the Rambler, please remember where the door is that you came in through." "O no! No gossip," said Bill nonchalantly, "but I got sight of a mysterious telegram that's come in for the Rambler and I was just wondering. But I see you are not interested, so I guess I will be going," and he hurried away with mock humility.

Sometime later in the day I had occasion to go to the Rambler's room in reference to some correspondence, and after transacting our business he broke into a laugh and passed me a telegram, saying "See what Ben is trying to do to me. Snap Shot Bill was in this morning and saw that telegram and is having more fun about it than a little." The message read as follows:

"Meet Pullman porter on arrival No. 12 in A. M. and get baby."

"Well?" I remarked questioningly, "I see nothing funny about that. In line with your routine business you have probably, out of the goodness of your heart, offered to see to some patron's child who has of necessity been sent on alone, you to turn it over to some Pullman porter of a connecting train." He listened with evident delight to my attempted explanation, and could hardly restrain himself until I was through. When I was, he fairly roared, saying, "that's fine! I'll tell Bill that. He'll enjoy it too. But no, my friend," he added after his mirth had subsided, "nothing so philanthropic or kind hearted lies back of that telegram. See that big box in the corner? That's the explanation; which, being interpreted is this. You remember when we were at the seashore together last summer that the boy had a small sister. A sweet little miss, who evidently took a liking to me although I paid but slight attention to her, boys being more in my line. However, I suppose," he musingly continued, "the courtesy I showed her in pretending to be interested in her array of

twenty, more or less, dolls of all shapes and sizes, accounts for the liking on her part. And, come to think of it, I reckon I must of rather liked her too, although the fact had not dawned upon me to any great extent until a day or two ago. Then, being in one of our western terminal cities, as I was passing a store window I saw on display some dolls as big as a sure-enough baby. They were those dolls you get when you play the paddle game, or the roulette wheel, at county fairs, you know, and they were marked 'Worth \$3.00; only 98 cents next Monday.' When I saw them that little sister of the boy's came to mind, and while I did not expect much for my money, I thought she could possible get ninety-eight cents worth of fun out of one of them. So I left the money with Ben to purchase the doll for me when the aforesaid Monday came around. Hence, the telegram and that box in which is the doll. Didn't think Ben had as much fun in him as that telegram denotes," he added, reflectively in dismissing the matter.

"That reminds me," I said, taking a seat and accepting one of the Rambler's proffered cigars. "Snap Shot Bill told me this forenoon that you had been doing some Christmas shopping." "Huh! he saw me, did he? I thought I saw him dodging behind a pillar when I was buying a boat for the boy. Yes, I've been shopping. Didn't buy much, but incidentally I had lots of fun. A big, crowded Department Store during a holiday rush was a new experience, and afforded me as many thrills and sights as does a county fair to a hayseed. I really found it quite interesting to watch the people, and before I knew it, I was unconsciously wandering through the various departments taking a general survey of the vast variety of really wonderful and certainly tempting wares that were on display. But the shoppers interested me the most. My own business transacted, I sauntered leisurely from room to room on my way out, and was amused at the display of human nature that was manifested on every side in the serious business of making appropriate purchases at prices suited to individual purses. And, do you know," he added musingly, "somehow that Christmas shopping reminds me of a phase of passenger traffic.

"There were countless articles in the store to choose from, and a host of individuals hesitating about the choice. So with the traveling public on pleasure bent. The claims for and the various distinctive features of numberless points of interest the country over (and the world over, for that matter) seems similar to the articles in the store in that each of them individually are desirable under proper conditions of time and purse; but the public, like the store shopper, often finds it difficult to make a

choice. Take for instance what the Illinois Central has to offer, directly and indirectly, in the way of a choice of tourist-wares, so to speak. Is there a desire for the semi-tropical features of Florida, for a visit to tropical countries such as Panama and the West Indies, or for ocean trips, either on sunny, southern seas or on the more austere but none the less interesting Atlantic? Perhaps the desire is for the attractions of southern cities, such as New Orleans, Vicksburg, Memphis, Savannah or Birmingham, or for those of the north, such as New York and many others; possibly the social and health-giving features of such as Hot Springs, Ark., appeal, or may be the fancy inclines towards the Texas resorts, or that the beckonings of Colorado and California allure? In short, the display, figuratively speaking, of that class of tourist-wares more than fill our railroad-store shelves. But that is not all. How about the settings and the different materials of which these railroad-store wares are made, for on them the final selection largely depends? The settings that may, again figuratively speaking, be likened to an attractiveness that makes their attainment desirable. That is, should a given tourist point of itself seem to be desirable for the winter outing, how about getting there? Is there an interest enroute akin to the settings, or material of a commercial article; for, as everything helps, you know, as one may desire, say a new dictionary but will not consider it for a moment if it can only be obtained in paper instead of leather covers, so one may select a given tourist point for an outing, but finally eliminate it on account of the means of getting there not appealing to one's fancy in the matter of travel. So here comes in the element of the shoppers, which, in this case, are the public who travel for health or recreation during the winter months. They have first learned in a general way, as in the stores where one article is finally looked upon with favor as against another, that a certain locality is the one that appeals to them in preference to many others. Suppose, to illustrate, it includes an ocean voyage, or that a trip on the water is primarily desired provided an objective worth while will form a part of the general plan. The detailed inspection of the goods, to continue the shopping parallel, then begins. It is learned, particularly in connection with our so-called Water-Rail Circle Tours, that there is quite a list to choose from for a water trip, and that the various brands of the goods (in this case, the carriers) are labeled, 'United Fruit Company,' 'Southern Pacific Company-Atlantic Steamship Line,' 'Ward Line-New York and Cuba Mail Steamship Line,' and 'Ocean Steamship Company,' while for a desired objective can be selected New Orleans, New York, Savannah, Havana Cuba,

Kingston Jamaica, Colon Panama, and other West India and Central America ports. Supplementing and forming a necessary part of such tours are various rail routes among which a choice can be made. The list, which of course, includes the Illinois Central, is naturally too large to enumerate in this connection, particularly when is added to the so-called circle tours the routes to various other resort sections of the country that have been mentioned, and which are a matter of rail routes only. But just as the Christmas shopper in the large store has his or her trouble in making a final selection account of the many elements entering into the problem, so with the tourist-shopper. Probably of all the considerations that will determine the final choice of the latter, as is undoubtedly the case with the former, is the element of cost. Hence the railroad-shopper has his further investigation to make in the matter of expenditure, for prices are found to vary, as in the stores, for apparently the same tourist-goods. Therefore more shopping; or possibly the disposition of the final unit of the great shopping problem. Out of all this it naturally follows, that as the stores display their wares, so the railroads have their ways of bringing to the proper attention of the public all the items that enter into the final selection of what they have to offer. Taken as a whole, however, does it not seem to you," he appealed to me semi-humorously, "as though there was a great similarity between the Christmas shopping activity in the big stores and what is going on the country over, in the homes and elsewhere, in the field of railroad travel?"

I was about to make what I considered a pertinent comment on the Rambler's parallel, which had struck me as being rather good, when Snap Shot Bill, who, unobserved had evidently overheard more or less of the foregoing dissertation, burst in

upon us with the apparent irrelevant remark to the Rambler of, "No wonder you were interested in Christmas shopping. Wandered around alone speculating on different things, did you? Why didn't you take a guide?" Then in an aside to me, and with a wink, he observed, "He had a guide all right." "I suppose," replied the Rambler, good naturedly, for he would stand any amount of chaff, "that as long as you saw me in that store you also saw that the Trunk Lady was with me a part of the time. An accidental meeting, I assure you, and one which lasted only while, on my being about to leave the store, her direction was the same as mine. However, I don't know as it has anything to do with the matter, even if I did get all my Christmas-shopping inspiration through her tutelage in so far as this last tour of which I have been speaking is concerned. In the past I have been a bit shy of any knowledge of the departments of a big retail store except that of 'gents' furnishings.'" "O, that's all right," said Bill, "I hope you didn't mind my mentioning the matter." Then, as though seeing how far he could go with the Rambler, he added, "By the way, I hope while you were about it you didn't forget to buy some little present for her. If you had been a thoroughbred you might have suggested her selecting it herself." "Surely, I sent her something," replied the Rambler, as though falling in with Bill's mood was the easiest way out of it. "What did you send her?" said Bill, with unabashed cheek. "A postal card," was the reply; and then with a far-away look and in *soto voce* he added, "Everything helps." "Helps what?" laughed Bill, who had overheard. The Rambler's reply was simply a look, at which Bill faded away; for, being no fool he knew when he had reached the limit. Nevertheless, I heard him whistling after he got out of sight and was walking down the corridor.

Service Notes of Interest

THE Rio Grande Service Gazette has the following to say to ticket agents in regard to the application of fares, which, while it undoubtedly is already generally understood by our agents, is of such general application that it will bear reiteration:

"The law requires the carrier to collect the lawfully established and published fares without deviation therefrom, but this fact does not seem to be generally understood by agents and ticket sellers, to whom the carrier must look to see that the law is respected.

"One of the first rules a ticket seller should learn and always observe is that,

when a through interstate fare is quoted from his station, either as a headline or sideline, or by bases specifically shown in tariff to be used in the construction of through fares, such through fare MUST be used, regardless of the fact that a combination of local fare with other fares, basing or selling, may make a less fare."

The Grand Trunk Railway System announces the winter schedule of its Pacific Coast Steamships to be as follows:

The "Prince George" leaves Seattle at 12:00 night, Mondays, arriving at Victoria the following morning, at Vancouver the

following evening, at Prince Rupert at 9:00 A. M. Thursdays and at Anyox 7:00 A. M. Fridays. Returning, the steamship leaves Anyox at 10:00 A. M. Fridays, Prince Rupert at 9:00 A. M. Saturdays, arriving at Vancouver 7:00 P. M. Sundays and at Seattle at 3:00 P. M. Mondays. In addition, the steamship "Prince John" leaves Victoria Friday mornings, arriving at Vancouver in the afternoon of the same day and at Prince Rupert on the evening of Sundays, returning, leaving Prince Rupert at 7:00 P. M. Tuesdays, arriving at Vancouver Thursdays and at Victoria on Fridays.

The Panama-California Exposition of San Diego will be continued during the year 1916. In addition to the beauty of its buildings and grounds it will have the added features of many exhibits from the San Francisco fair.

A high standard of efficiency in passenger train service, such as is maintained by the Central, argues many things, and among them is the fact that clearly there are locations along the lines served that the traveling public think worth going to.

A circular of the Missouri-Pacific and the St. Louis, Iron Mountain & Southern to connecting lines advises that they are in receipt of advice that Constitutionalists Railway trains now arrive and depart from I. & G. N. station of Laredo, and that trains are running continuously and are scheduled to leave New Laredo 8:00 A. M. (American time), arriving at Monterey in six hours, Saltillo in eleven hours and Mexico City in seventy-two hours, with Pullman accommodations through to Mexico City.

New Pullman observation sleeping cars recently put in service on trains Nos. 1 and 2 have in their observation end a new and most effective feature of ventilation in two electric exhaust fans. These differ from an ordinary electric fan in that they are a part of an improved mechanism for exhausting, or forcing out of the car, smoke and impurities in the air.

On a recent new time card of the T. P. & W., the Peoria train of that road is now due to leave Gilman, Ill., at 7:35 P. M. As our No. 25 arrives at Gilman at the same time, it will be observed that it makes connection with the T. P. & W. for Peoria.

Sixth National Drainage Congress

The Sixth National Drainage Congress will be held at Cairo, Ill., January 19 to 21, 1916.

In view of the very material bearing that flood prevention and land drainage has upon the prosperity of not only the Mississippi Valley, but every other section of the United States where swamps are prevalent and overflows periodically occur, it is to be hoped that Governors, Mayors and others who are permitted by the official Call (which follows) will take advantage of the authority conferred upon them and appoint as delegates those who will attend. Cairo has the necessary hotel facilities to take care of delegates and will extend a cordial and hospitable welcome to all who are sufficiently interested in this great work to attend the Congress.

Official Call---Sixth National Drainage Congress

Cairo, Illinois, December 15, 1915.

The National Drainage Congress will hold its Sixth Annual Meeting in Cairo, Illinois, January 19-21, 1916, opening at the Opera House at 2:00 P. M., Wednesday.

Cairo is located between the Ohio and Mississippi Rivers, and no city in our country is more intimately connected with RIVER REGULATION, FLOOD CONTROL and DRAINAGE. The Delegates will not only enjoy the famed hospitality of Cairo, but will see some of the most urgent and successful reasons for the existence of the National Drainage Congress.

The ablest statesmen, engineers, lawyers, business men, contractors, and scientists will discuss questions of water control and utilization.

An attractive feature in connection with the Cairo meeting, will be a free exhibition of machinery for ditching, leveeing, road building, pumping, etc.

The presence of visitors including LADIES, is especially appreciated and invited.

Delegates are appointed under the provisions of the Constitution as follows:

(1) fifteen delegates from each state appointed by the Governor thereof; (2) ten delegates from each city having a population of over twenty-five thousand, appointed by the Mayor; (3) five delegates from each city and town having a population less than twenty-five thousand and over one thousand, appointed by the Mayor or chief executive; (4) five delegates from each county, appointed by the Chairman of the governing board; (5) two delegates from each incorporated town having a population of less than one thousand; from each regularly organized association devoted to drainage, irrigation, or other reclamation work, agriculture, horticulture and engineering and from each college and commercial body concerned with public interests, which has been duly organized not less than one year; all duly accredited members of state and federal drainage, irrigation, water or conservation commissions; (7) all state engineers and state commissioners of agriculture and horticulture; (8) all officers, members of committees, Honorary Vice-Presidents, Members of the Board of Control, and permanent delegates of the Congress; (9) the governor of each state, and the mayor of each city and town having a population of over 1,000; (10) the President of the United States and all the members of his cabinet, and (11) all members of the United States Senate and House of Representatives.

YOU ARE URGED TO ATTEND THE CAIRO MEETING OF THIS GREAT CONSTRUCTIVE CONGRESS.

For information, write Hon. George Parsons, Chairman Executive Committee, Local Board of Control, Cairo, Ill.

The National Drainage Congress,
by E. J. Watson, President.

The Cairo Board of Control
by Walter H. Wood, Mayor of Cairo.

The Committee on Arrangements,
by Edmund T. Perkins, Chairman.



From the
Law Department

Biographical Sketch No. 19



HON. WILLIAM H. GREEN

Hon. William H. Green

Attorney and District Attorney for Illinois Central R. R. Co., at Cairo, Ill., 1861-1902

WILLIAM HENRY GREEN, State Senator, Circuit Judge and District Attorney for the Illinois Central Railroad Company in southern Illinois, was born in Danville, Kentucky, December 8, 1830, and was the son of Dr. Duff Green and Lucy Kenton. His grandfather, Willis Green, was one of the early settlers of Kentucky and the first delegate from the District of Kentucky to the Legislature of Virginia. His great grandfather was General Duff Green, married to Anne Willis, a cousin of General George Washington. His ancestors, who were among the first settlers of Virginia, came originally from the province of Leinster, Ireland, about the year 1630. His mother was a niece of Simon Kenton, the celebrated Indian fighter, and was of Scotch descent.

Judge Green was educated at Centre College, Danville, Kentucky. He was a good classical scholar, and was well versed in the sciences and in Ancient and Modern History. In 1847 the family moved to Mt. Vernon, Ill., where his father practiced medicine till his death in 1857. At the age of seventeen, William H. Green launched out in support of himself; he taught school in Benton, Ill., and in St. Louis County, Mo., for three years, and at the same time read law under the direction of Hon. Walter B. Scates, formerly Chief Justice of the Illinois Supreme Court; was admitted to the bar in 1852 and commenced practice in Mount Vernon, Ill.; removed the following year to Metropolis, Ill., where he remained with a large and lucrative practice for ten years; removed to Cairo, Ill., in 1863 and made that his home until his death. He was elected to the popular branch of the Illinois legislature in 1858 as a democrat and voted for Stephen A. Douglas for United States Senator; was re-elected in 1860, and in 1862 was elected to the State Senate for four years. In 1865 he was elected Judge of the Third Judicial Circuit and served as Circuit Judge for three years.

He was appointed Attorney for the Illinois Central Railroad Company in 1861 and

acted as such until he became Circuit Judge. Upon his retirement as Circuit Judge, which was on January 1, 1867, he formed a partnership with Hon. William B. Gilbert, who at that time was the Company's Local Attorney for Alexander County; and the firm of Green & Gilbert became the Attorneys of the Illinois Central Railroad Company, with jurisdiction over the tier of Counties along the main line of road as far north as Effingham. Subsequently, during the administration of Judge James Fentress as the Company's General Solicitor, when Local Attorneys for each county and District Attorneys for wider jurisdiction, were appointed, the firm of Green & Gilbert was continued as Local Attorneys for Alexander County, and Judge Green, on June 1, 1904, became the Company's District Attorney for southern Illinois. He continued as such and the firm continued as Local Attorneys until December 31, 1901, when he voluntarily resigned his position as District Attorney, the firm continuing as Local Attorneys until his death, which occurred at his home in Cairo, on the 6th day of June, 1902.

He was in partnership with Mr. Gilbert for more than 35 years; during all this time was an Attorney for the Company, excepting his two years' service on the bench; was deeply interested in the Company's affairs, always had its well-earned confidence and esteem; and his name will ever be remembered as one of its ablest and most successful counsels. He literally "died in the harness."

He was a ready debator in the Senate and had few superiors. As an advocate, his style was dignified, fluent, easy and always elegant. As a Judge, he was able, dignified and impartial. He had been all his life a student of history, politics and literature, and in conversation he had few equals.

In 1854 he was married to Miss Ann Hughes, of Morganfield, Ky., whose father was a native of the north of Ireland. She died in 1865, leaving two children, of whom the only one now living, is the Hon. Reed Green, formerly of the State Senate, and one of the leading attorneys of Cairo, Ill.

Commerce News

IN the Western Passenger Fares Case, 37 ICC 1, the reasonableness and propriety of the proposed increased pas-

senger fares in the western territory was considered by the Commission, and it was held: "(1) In the states of Illi-

nois, Wisconsin, Michigan, upper peninsula; Minnesota, Iowa, Nebraska, Missouri, north of the Missouri River; and in Kansas on and north of the main line of the Union Pacific Railroad from Kansas City to the Colorado state line, proposed increased fares not justified, but a basis for interstate fares of 2.4 cents per mile is justified; (2) in the state of Missouri, south of the Missouri River, and in the state of Kansas, south of the main line of the Union Pacific Railroad, proposed increased fares not justified, but a basis for interstate fares of 2.6 cents per mile is justified; (3) proposed increased fares from points in territory in which these fares are authorized to points on the main lines of these respondent carriers in California, Utah, Nevada, Colorado, Wyoming, Arizona, New Mexico, Arkansas, Oklahoma, and Texas are not justified in those instances where such proposed increases result in higher fares than would be obtained by using for the construction of such fares the bases herein authorized in the states of Michigan, Illinois, Wisconsin, Kansas, Minnesota, Iowa, Nebraska, and Missouri, and a basis of $2\frac{1}{2}$ cents per mile in the states of North and South Dakota, and a basis of 3 cents per mile in the states south and west thereof; (4) proposed increased charges for mileage tickets in territory north of the Missouri River in Missouri and on and north of the main line of the Union Pacific Railroad in Kansas to $2\frac{3}{4}$ cents per mile, and in territory south of the Missouri River in Missouri and the main line of the Union Pacific Railroad in Kansas to $2\frac{1}{2}$ cents per mile are justified; (5) proposed increased fares from points in Michigan, upper peninsula; Illinois, Iowa, Minnesota, Wisconsin, Nebraska, Missouri, and Kansas, to points in states east thereof, which result from the construction of such fares by the use of the bases herein found reasonable and the

use of the lawfully published and filed fares in eastern territory are justified."



DR. J. G. O'MALLEY

THE above is a photograph of Dr. J. G. O'Malley who was for several years examining surgeon on the Illinois Central and Yazoo & Mississippi Valley Railroads. Dr. O'Malley left for the seat of war in Europe June 13, 1915, and is now in attendance upon those in the trenches.





Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Baggage and Mail Traffic Department. Information and Instruction Bulletin No. 2

Chicago, Ill., January 1, 1916.

WITH the beginning of the new year, we wish to assure our agents, baggage agents and train baggagemen of our best wishes for a pleasant and prosperous year, and to express our appreciation of the co-operation we have received during the past year. We hope that every employe will begin the new year, and continue throughout the year, with increased zeal in the performance of the work in the department, and that the results of the year will clearly reflect a material increase in efficiency.

Baggage for Southern Pacific Steamship Line

7. The Southern Pacific Company requests us to promulgate the following to our agents and baggage agents:

"Recently it has come to our attention that passengers (especially tourists enroute from California), booked via Southern Pacific Atlantic Steamship Line from New Orleans to New York, have checked their baggage ahead through to New York, intending to use same or part thereof on board the steamer. Baggage Agent at point from which baggage was checked has placed thereon a "Wanted" tag, giving name of the steamer on which baggage was to go forward.

"It has, however, been found that this arrangement is not feasible, as through-checked baggage does not reach our pier at New Orleans until

shortly before sailing time and baggage is loaded into the ship. Therefore, request is hereby made on all connecting lines to check baggage—wanted by passengers on board the steamer during the voyage—to New Orleans, Union Station, only (not to steamship dock).

"In that case, passengers should be informed that they must claim baggage at Union Station and arrange for transfer to steamship wharf."

Weekly Reports Improperly Mailed

8. March 1, 1915, we issued Circular No. 5, instructing agents to discontinue enclosing their weekly reports of unclaimed baggage to this office and to deliver them unenclosed to train baggagemen to be forwarded to us, thereby effecting a substantial saving in envelopes and in the time required in opening them in this office. Trains on all divisions and branches were designated for forwarding these weekly reports. We regret that we are not at present receiving the co-operation of agents in this respect. For example, one train baggageman recently, who should have received weekly reports from eighteen agents, received but three reports on the train designated for their collection. The great advantage of the method prescribed for the collection of weekly reports can be readily seen and we hope that the instructions in Circular No. 5 will be complied with by all agents in the future.

Importance of Weighing Baggage

9. The only correct way to protect the excess baggage revenue is to actually weigh all baggage. There are exceptionally few times and places where this cannot be done, and when it is stated by some one to be impracticable, he has not studied the problem as closely as he should. Too many are willing to estimate the weight or accept the owner's statement, and this is just where they are lax in the service. The guessing system should be buried with the past and the weighing plan adopted instead. If those who have been following the old way would change their method and adopt the new, they would soon note a splendid increase in excess baggage receipts. Your full co-operation in this matter is requested.

Train Baggage-men's C. O. D. Tags

10. It is gratifying to observe the considerable number of C. O. D. tags, form G. B. O. 13, issued by a number of our train baggage-men. It is rather difficult, however, to understand why other train baggage-men on exactly the same runs issue comparatively few C. O. D. tags. We hope that all train baggage-men will hereafter give very close attention to this matter and that there will be a material increase in the number of train baggage-men's C. O. D. tags issued and in the revenue derived therefrom.

Loading and Unloading Baggage

11. The best system by which to handle baggage is to have an empty truck, if one is available, ready to un-

load baggage from the car, after which load baggage to go forward. This would relieve the baggage car and make room for the baggage that is to be loaded, as well as reduce the chance for mishandling.

Baggage Claims

12. In making a comparison with a number of other roads, recently, we were surprised to find that our roads are paying in claims a much higher percentage of our baggage revenue than are a number of other large roads. For the last fiscal year our claims amounted to approximately two per cent of the excess baggage earnings, while several other roads paid less than one and one-half per cent, and a few less than one per cent of their excess baggage earnings. There is no apparent necessity for this high percentage of claims. A very few claims may be chargeable to unavoidable causes, but in nearly all cases claims are the direct result of negligence on the part of some employe in the handling of baggage or failure to make the proper records. It is to be hoped that all employes concerned in the handling of baggage hereafter will make every effort to handle the business in such a manner as to eliminate, as far as possible, claims for loss, damage and delay and that subsequent comparisons with other roads will be more favorable to our lines.

J. A. Osborn,
General Baggage Agent.

Approved:

H. L. Fairfield,
Manager Baggage and Mail Traffic.



The Largest Corporations in the World

By Wilbur Edmund Howett

FOR ten years, the writer has made a close observation of the great railroad systems of our United States; has watched the growth of these great corporations. It has consumed many months, to gather together the complete data of this article which will readily demonstrate the enormity of these big companies.

How many of you appreciate just how far reaching are these railroads? Read on, and you will see, that while you occupy a big residence, or an apartment, in a large city, you live only within your district and read of that without.

The total railroad mileage, in the United States, in the year of nineteen hundred and fourteen, was 249,802.73. This represents two rails, or a complete running track for a train. If all of this mileage were placed end to end, it would stretch nearly ten times around the earth. If each one of the rails were placed end to end, they would stretch about twenty times around the earth.

There were 14,683 Passenger Locomotives; Freight Locomotives, 39,920; Switching Locomotives, 10,328; Unclassified Locomotives, 1,285; or a total of 66,216 locomotives in the United States. If you figure each of these locomotives at fifty feet length, for each, if they were placed end to end, they would reach 663 miles, or twice the distance from Chicago to St. Louis.

There were 54,285 Passenger cars; Freight cars, 2,284,931; Company Service cars, 132,268; Fast Freight Service cars, 31,377; or a total of 2,502,861 freight cars in the United States. If you figure each of these cars at sixty feet length, they would reach, if placed end to end, 30,543 miles, or over once around the earth.

During 1908, the increase in freight cars exceeded 100,000, while during the following year (1909) there was an actual decrease of more than 15,000 cars.

The total number of employees of all railroads in the year of 1914 was 1,915,239, or about 749 employees to each 100 miles of railroad.

The classification of employees with the number of employees to each road mile, with the daily compensation of each classification, is as follows:

General Officers. Number 4,398; to each mile, 2; daily wage \$15.70.

Other Officers. Number 10,706; to each mile, 4; daily wage \$6.44.

Gen. Office Clerks. Number 84,267; to each mile, 34; daily wage \$2.51.

Station Agents. Number 37,721; to each mile, 16; daily wage \$2.28.

Other Station Men. Number 167,450; to each mile, 69; daily wage \$1.96.

Enginemen. Number 67,027; to each mile, 27; daily wage \$5.20.

Firemen. Number 70,477; to each mile, 29; daily wage \$3.13.

Conductors. Number 52,086; to each mile, 21; daily wage \$4.39.

Other Trainmen. Number 146,855; to each mile, 60; daily wage \$3.04.

Machinists. Number 60,726; to each mile, 25; daily wage \$3.26.

Carpenters. Number 78,654; to each mile, 32; daily wage \$2.63.

Other Shop Men. Number 271,095; to each mile, 111; daily wage \$2.31.

Section Foremen. Number 44,747; to each mile, 18; daily wage \$2.14.

Other Trackmen. Number 376,871; to each mile, 154; daily wage \$1.58.

Switch Tenders. Number 38,253; to each mile, 16; daily wage \$1.70.

Telegraph Operators and Despatchers. Number 43,061; to each mile, 18; daily wage \$2.52.

Employees Floating Eq. Number 13,780; to each mile, 6; daily wage \$2.37.

Other Employees and Laborers. Number 247,076; to each mile, 101; daily wage \$2.15.

In the year of 1903, there were 1,312,537 employees of all railroads in the United States, or 639 employees to each 100 miles of road.

In the year of 1915, there were 1,916,398 employees, or about 700 employees to each 100 miles of road.

The railroads of the United States, carried 603,861 more employees on the payrolls, in 1915, than in 1903.

The amount paid by the roads to their employees in 1912 to 1913 was \$1,373,830,589. The amount paid all employees from 1900 to 1901 was \$610,713,701, showing an increase of \$763,116,888 from 1901 to 1913. The amount paid to employees in 1915, ending, was \$1,442,521,118; showing an increase of \$831,-806,417 over the wages paid in 1901.

The total railroad capital invested up to 1914 was \$19,796,125,712, of which \$7,231,515,-045 was common stock, and \$1,379,086,283 was preferred stock. The balance of \$8,610,611,-327 was held by issuing companies and represented receipts outstanding for installments paid.

The issued stock per mile of road was \$24,962. The funded debt was \$40,899, making a grand total per mile of road, \$65,861.

In the year of 1913, all of the railroads combined, paid in dividends, \$369,077,546. The total amount of stock yielding dividends was \$5,780,982,416. The percentage of stock yielding dividends was 66.14 per cent. The average rate of dividend paying stock was 6.37 per cent. The average rate on all outstanding stock was 4.22 per cent.

The railroads carried in 1914, 1,080,679,680 passengers. This number of passengers represents earning revenue.

The number of passengers carried one mile in 1914 was 34,876,879,980.

The number of tons of freight hauled in 1914 was 2,998,035,487. This represents earning revenue.

The number of tons of freight hauled one mile in 1914 was 309,398,752,108.

The average receipts from each passenger hauled one mile in 1914 was approximately \$0.02 per mile.

The average receipts per ton of freight hauled one mile in 1914 was 0.072 of a cent.

In the year of 1915, there were 82 railroads in the hands of receivers, or a representative total of 41,988 miles of railroad with a capitalization of \$2,264,000,000 affected in this respect.

The gross income of the railroads combined, in 1914, was \$3,705,504,980.00, this from passenger and freight.

The roads paid their employes out of the gross income, \$1,442,521,118.

The roads paid dividends of \$369,077,546.

They had left as a balance for rolling stock, depreciation, taxes, purchase of materials, constituting many thousands of different items, \$1,811,598,664.

You will note in this statement, that while the railroads are operating under a greater expense, than in 1901, that their incomes have advanced very little. This is duly attributed to the fact, that the public in general do not understand, that it is required of the rail-

roads, that they have an income which will offset the expenditures and leave a sufficient balance in the treasury of the companies to maintain the properties in such condition, that the public can travel in perfect safety.

The freight shippers of today demand that their commodities be handled promptly and delivered to them in perfect condition. If the roads fail in this, they are burdened with claims of various natures.

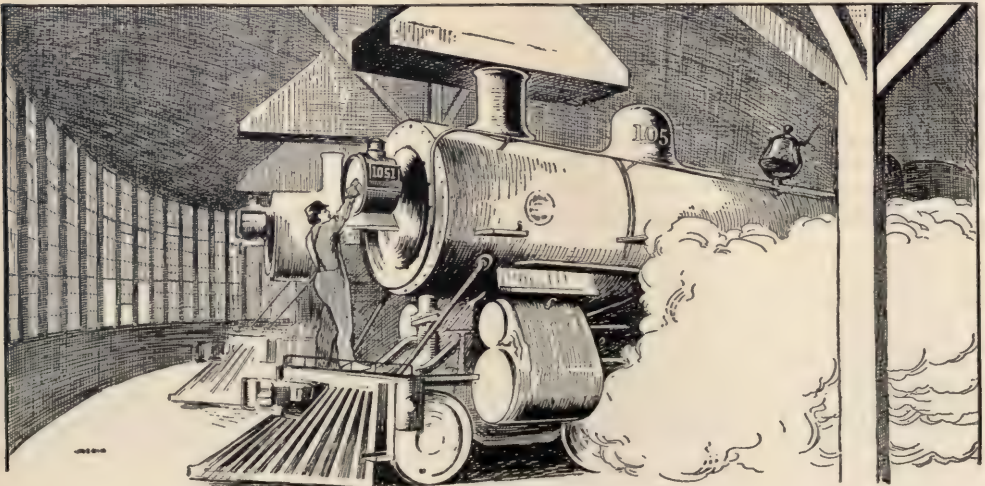
The traveling public demand that the carriers transport them to their destinations as quickly as possible and without accidents.

To accomplish all of this has required of the roads, that they make heavy investments in steel coaches and repair and remodel freight equipment.

In my estimation, having studied the situation as closely as I have, prompts me to state that the railroads are entitled to a greater passenger and freight rate. The increased rate, so divided among the traveling public and the freight shippers, would mean very little for each individual, or concern represented, and would enable the railroads to make greater expenditures for all classes of commodities, thereby reviving general business conditions. The increased rates would enable the roads to expend many millions of dollars per annum, of which every individual in the United States would get his or her share.

There are thousands of manufacturers in the United States who make railroad materials. There are hundreds of thousands of men and women employed by these manufacturers who will pay their earnings, or a part, to some one else, who will likewise follow the same policy and in the long run all those who pay an increased rate will be doubly reimbursed by the good times.

The railroads would be enabled to pay their men more money and conditions would be much better in general.



Fiction



Two Ringers

By John Taintor Foote

HELLO, ole Four Eyes!" was the semi-affectionate greeting of Blister Jones. "I ain't seed you lately."

I had found him in the blacksmith shop at Latonia, lazily observing the smith's efforts to unite Fan Tan and a set of new-made, blue-black racing-plates. I explained how a city editor had bowed my shoulders with the labors of Hercules during the last week, and began to acquire knowledge of the uncertainties connected with shoeing a young thoroughbred.

A colored stable-boy stood at Fan Tan's wicked-looking head and addressed in varied tone and temper a pair of flattened ears.

"Whoa! Baby-doll! Dat's ma honey—dat's ma petty chile— . . . Whoa!

Yuh no-'coun' houn', yuh!" The first of the speech had been delivered soothingly, as the smith succeeded in getting a reluctant hind leg into his lap; the last was snorted out as the leg straightened suddenly and catapulted him into a corner of the shop, where he sat down heavily among some discarded horse-shoes.

The smith arose, sweat and curses dripping from him.

"Chris!" said Blister, "it's a shame the way you treat that pore filly. She comes into yer dirty joint like a little

lady, fur to get a new pair of shoes, 'n' you grabs her by the leg 'n' then cusses her when she won't stand fur it."

Part of the curses were now directed at Blister.

"Come on, Four Eyes," he said. "This ain't no place fur a minister's son."

"I'd like to stay and see the shoeing!" I protested, as he rose to go.

"What shoeing?" he asked incredulously. "You ain't meaning a big strong guy like Chris manhandlin' a pore little filly? Come awn—I can't stand to see him abusin' her no more."

We wandered down to the big brown oval, and Blister, perching himself on the top rail of the fence, took out his stop-watch, although there were no horses on the track.

"What are you going to do with that?" I asked.

"Got to do it," he grinned. "If I was to set on a track fence without ma clock in my mitt, I'd get so nur-r-vous! Purty soon I'd be as fidgity as that filly back there. Feelin' this ole click-click kind-a soothes my fevered brow."

In a silence that followed I watched a whipped-cream cloud adrift on the deepest of deep blue skies.

"Hi, hum!" said Blister presently, and extending his arms in a pretense of stretching, he shoved me off the fence.

"You're welcome," he said to my protests, and added: "There's a nice matched pair."

A boy, leading a horse, was emerging from the mouth of a stall.

The contrast between them was startling—never had I seen a horse with so much elegant apparel; rarely have I seen a boy with so little. The boy, followed by the horse, began to walk a slow circle not far from where we sat. Suddenly the boy addressed Blister.

"Say, loan me the makin's, will you, pal?" he drawled.

From his hip pocket Blister produced some tobacco in a stained muslin bag and a wad of crumpled cigarette papers. These he tossed toward the boy.

"Yours trooly," muttered that worthy, as he picked up the "makin's". "Heard the news about Hicky Rogers?" he asked, while he rolled a cigarette.

"Nothin', except he's a crooked little snipe," Blister answered.

"Huh! that ain't news," said the boy. "They've ruled him off—that's what I mean."

"That don't surprise me none," Blister stated. "He's been gettin' too smart around here fur quite a while. It'll be a good riddance."

"Were you ever ruled off the track?" I asked Blister, as the boy, exhaling clouds of cigarette smoke, returned to the slow walking of his horse. He studied in silence a moment.

"Yep—once," he replied. "I got mine at New Awlins fur ringin' a hoss. That little ole town has got my goat."

"When was this?" I asked.

"The year I first starts conditionin' hosses," he answered.

I had noticed that dates totally eluded Blister. A past occurrence as far as its relation to time was concerned, he always established by a contemporary event of the turf. Pressed as to when a thing had taken place he would say. "The year Salvation cops all the colt stakes," or "The fall Whisk-broom wins the Brooklyn Handicap." This had interested me and I now tried to get something more definite from him. He answered my questions vaguely.

"Say, if you're lookin' fur that kind of info," he said at last, "get the almanac or the byciclopedia. These year things slide by so easy I don't get a good pike at one, 'fore another is not more'n a len'th back, 'n' comin' fast."

I saw it was useless.

"Well, never mind just when it happened," I said. "Tell me about it."

'All right," said Blister. "Like I've just said it happens one winter at New Awlins, the year after I starts conditionin' hosses.

"Things break bad fur me that winter. Whenever a piker can't win a bet he comes 'round, slaps me on the wrist, 'n' separates me from some of my kale. I'm so easy I squeezes my roll if I meets a child on the street. The cops had ought to patrol me, 'cause larceny'll sure be committed every time a live guy speaks to me.

"I've only got three dogs in my string. One of 'em's a mornin'-glory. He'll bust away as if he's out to make Salvation look like a truck-hoss, but he'll lay down 'n' holler fur some one to come 'n' carry him when he hits the stretch. One's a hop-head 'n' I has to shoot enough dope into him to make him think he's Napoleon Bonyparte 'fore he'll switch a fly off hisself. Then when he sees how far away the wire is he thinks about the battle of Waterloo 'n' says, 'Take me to Elby.'

"I've got one purty fair sort of a hoss. He's just about ready to spill the beans, fur some odds-on, when he gets cast in the stall 'n' throws his stifle out. The vet. gets his stifle back in place.

"This hoss must have a year's complete rest," he says.

"Yes, Doc," I says. "'N' when he gets so he can stand it, how'd a trip to Europe do fur him?"

"Things go along like this till I'm busted right. No, I ain't busted—I'm past that. I owes the women where I eats, I owes the feed man, I owes the plater, 'n' I owes every gink that'll stand fur a touch.

"One day a messenger boy comes 'n' leans against the still door 'n' pokes a yellow envelope at me.

"'Well, Pierpont,' I says, 'what's the good word?'"

"'Sign here. Two bits,' he says, yawnin'."

"I sees where it says 'charges paid,' 'n' I takes him by the back of the neck 'n' he gets away to a flyin' start fur the gate. The message is from Buck Harms."

"'Am at the St. Charles, meet me nine a. m. to-morrow,' it says."

"This Harms duck is named right 'cause that's what he does to every guy he meets. He's so crooked he can sleep on a corkscrew. When there ain't nobody else around he'll take money out of one pocket 'n' put it in another. He's been ruled off twict 'n' there's no chance fur him to get back. I wouldn't stand fur him only I'm in so bad I has to do somethin'."

"'If he takes any coin from me he'll have to be Hermann,' I says to myself, 'n' I shows up at the hotel the next mawnin'."

"Harms is settin' in the lobby readin' the dope-sheet. I pipes him off 'n' he don't look good to me fur a minute, but I goes over 'n' shakes his mitt."

"'Well, Blister, old scout, how're they breakin'?' he says."

"'So, so,' I says."

"'That right?' he says. 'I hears different. Fishhead Peters tells me they've got you on the ropes.'"

"'What th' hell does that gassy Fish-head know about me?' I says."

"'Cut out the stallin', he says. 'It don't go between friends. Would you like to git a-holt of a new roll?'"

"'I don't mind tellin' you that sooner 'n have my clothes tore I lets somebody crowd a bundle of kale on to me,' I says."

"'That sounds better,' he says. 'Come on—we'll take a cab ride.'"

"'Where we goin'?' I asks him, as we gets into a cab."

"'Goin' to look at a hoss,' he says."

"'What fur?' I says."

"'Wait till we git there 'n' I'll tell you,' he says."

"We rides fur about a hour 'n' pulls up at a barn out in the edge of town. We goes inside 'n' there's a big sorrel geldin', with a blaize face, in a box-stall."

"'Look him over,' says Harms. I gets one pike at the hoss—"

"'Why! it's ole Friendless!' I says."

"'Look close,' he says. 'Wait till I get him outside.'"

"I looks the hoss over careful when he's outside in the light, 'n' I don't know what to think. First I think it's Friendless 'n' then I think maybe it ain't."

"'If it ain't Friendless, it's his double!' I says at last. 'But I think Friendless has a white forefoot.'"

"'Well, it ain't Friendless,' says Harms as he leads the hoss into the barn. 'And you're right about the white foot.'"

"Now, Friendless is a bird that ain't started fur a year. Harms or some of his gang used to own him, 'n' *believe me*, he can *ramble some* if everythin' 's done to suit him. He's a funny hoss, 'n' has notions. If a jock'll set still 'n' not make a move on him.' Friendless runs a grand race. But if a boy takes holt of him or hits him with the bat, ole Friendless says, 'Nothin' doin' to-day!' 'n' sulks all the way. He'd have made a *great* stake hoss only he's dead wise to how much weight he's packin'.' He'll romp with anythin' up to a hundred 'n' ten, but not a pound over that can you slip him. Looks like he says to hisself. 'They must think I'm a movin' van,' 'n' he lays his ole ears back, 'n' dynamite won't make him finish better'n fourth. This little habit of his'n spoils him 'cause he's too good, 'n' the best he gets from a handicapper is a hundred 'n' eighteen—that kind of weight lets him out."

"Goin' back in the cab Harms tells me why he sends fur me. This dog he's just showed me 's named Alcyfras. He's been runnin' out on the coast 'n' he's a mutt—he can't beat a fat man. Harms sees him one day at Oakland, 'n' has a guy buy him."

"Harms brings this pup back East. He has the papers 'n' description all regular. The guy that buys him ain't wise—he's just a boob Harms is stallin' with. What he wants me to do is to take the hoss in my string, get him identified 'n' start him a couple of times; then when

the odds is real juicy I'm to start Friendless under the dog's name 'n' Harms 'n' his gang'll bet him to a whisper at the poolrooms in Chicago 'n' New York.

"Where's Friendless now?" I asks him.

"They're gettin' him ready on a bull-ring up in Illinois, says Harms. He's in good shape 'n' 'll be dead ripe time we get ready to ship him down here. I figure we'll put this gag across about Christmas."

"What does the boy wonder get fur swappin' mules with the Association?" I says. "I'm just dyin' to know what Santa Claus'll bring little Alfred."

"You get all expenses, twenty-five bucks a week, 'n' a nice slice of the velvet when we cleans up," says Harms.

"Nix, on that noise!" says I. "If you or some other benevolent gink don't crowd five hundred iron dollars on G. Percival the day before the bird flies, he won't leave the perch."

"Don't you trust me?" says Harms.

"Sure," I says, 'better'n Cassie Chadwick.'

"He argues, but it don't get him nothin' so he says he'll come across the day before Friendless brings home the bacon, 'n' I make him cough enough to pay what I owes. The next day a swipe leads Alcyfras out to the track.

"What's the name of that dog?" Peewee Simpson yells, as I'm cross-tyin' the hoss at the stall door.

"Alcyfras," I says, as I pulls the blanket off. Peewee comes over 'n' looks at the hoss a minute.

"Alcy nothin'!" he says. "If that ain't Friendless, I never sees him."

"I digs up the roll Harms give me.

"I'll gamble this pinch of spinach his name is Alcyfras," I says.

"You kin name what you like far as I'm concerned, 'n' change it every mawnin' before breakfast," says Peewee. "But if you starts him as anythin' but Friendless we don't see your freckled face 'round here no more."

"By this time a bunch has gathered 'n' soon there's a swell argument on. One guy'll say it's Friendless 'n' another

'll say it ain't. Finally somebody says to send for Duckfoot Johnson, who swiped Friendless fur two years. They send for him.

"When Duckfoot comes he busts through the crowd like he's the paddock judge.

"Lemme look at dis hoss," he says.

"Everybody draws back 'n' Duckfoot looks the hoss ever 'n' then runs his hand under his barrel close to the front legs.

"No, sah, dis ain't Frien'less," he says. "Frien'less has a white foot on de off front laig and besides dat he has a rough-feeling seah on de belly whar he done rip hisself somehow befo' I gits him. Dis dawg am smooth as a possum."

"That settles all arguments. You can't fool a swipe 'bout a hoss he's taken care of. He knows every hair on him.

"One day I'm clockin' this Alcyfras while a exercise-boy sends him seven-eights. When I looks at my clock I thinks they ought to lay a thousand-to-one against the mutt, after he starts a couple of times. Just then somethin' comes 'n' stands in front of me 'n' begins to make little squeaky noises.

"Are you Mr. Blister?" it says.

"I bats my eyes 'n' nods.

"I've got 'em again," I thinks.

"Oh, what a relief!" it squeaks. "I just thought I'd never find you. I've been looking all over the race course for you!"

"Gracious! Ferdy, you've had a awful time, ain't you?" I says. "If you want to stay out of trouble, read your *Ladies' Home Journal* more careful."

"My name is Alcibides Tuttle," says pink toes, drawin' hisself up. "And I am the owner of the horse called Alcyfras. I purchased this animal upon the advice of my friend, Mr. Harms, whom I met in San Francisco."

"Say! I've worked fur some nutty owners, but this yap's the limit.

"Well, Alci, here comes Alcy now," I says, as the boy comes up with the dog, 'n' my new boss stretches his number three neck out of his number nine collar 'n' blinks at the hoss.

"Alcibides comes back to the stall with

me 'n' from then on he sticks to me tighter 'n' a woodtick. He's out to the track every maw'nin' by nine 'n' he don't leave till after the races. He asks me eighty-seven squeaky questions a minute all the time we're together. I calls him 'n' his hoss both Alcy fur a while, but I changed him to Elsy—that was less confusin' 'n' it suits him better.

"The next week I starts Alcyfras among a bunch of crabs in a seven furlong sellin' race, 'n' the judges hold up his entrance till I can identify him. I hands them his papers 'n' they looks up the description of Friendless in the stud-book, where it shows he's got one white foot. Then they wire to the breeder of Alcyfras 'n' to the tracks in California where the dog was started. The answers come back all proper 'n' to cinch it I produce Elsy as owner. They look Elsy over while he tells 'em he's bought the hoss.

"Gentlemen,' says Colonel King to the other judges, 'the mere sight of Mr. Tuttle has inspired me with full confidence in his entry and himself.' He bows to Elsy 'n' Elsy bows to him. The rest of the judges turn 'round 'n' look at somethin' over across the center-field.

"I tells Elsy his hoss is all to the merr'y, but we don't want him to win till the odds get right.' He's standin' beside me at the race, 'n' Alcyfras runs next to last.

"Of course, I realize you are more familiar with horse racing than myself,' he says; 'but I think you should have allowed him to do a little better. What method did you employ to make him remain so far in the rear?'

"I tells the jock to pull him,' I says. The boy was usin' the bat half the trip, but Elsy never tumbles.

"What do you say to a jockey when you desire him to lose?' Elsy asks me.

"I just say—"Grab this one,"' I says.

"What do you say when you require him to win?' he squeaks.

"I don't say nothin'.' I hands him a ticket on the hoss 'n' the jock wins if he has to get down 'n' carry the dog home,' I says.

"Not long after this, Friendless gets in from Illinois. I look him over in the car 'n' I see he's not ready. He's not near ready.

"What kind of shoemakers give this hoss his prep.?' I asks Harms.

"What's wrong with him?' he says. 'He looks good to me.'

"He ain't ready,' I says. 'Look at him 'n' feel him! He'll need ten days more work 'n' a race under his belt 'fore he's safe to bet real money on.'

"Harms buys some stuff at a drug store, 'n' gets busy with the white fore-foot.

"Only God A'mighty can make as good a sorrel as that!' he says when he's through. 'Here's the can of dope. Don't let her fade.'

"What are you goin' t' do about this Elsy person?' I says. 'While I ain't sayin' it's pure joy to have him around, I ain't got the heart to hand it to him. I don't mind trimmin' boobs—that's what they're for—but this Elsy thing is too soft. He must be in quite a wad on this bum hoss of his'n.'

"Who's Elsy?' says Harms.

"I tells him, 'n' he laughs.

"Is that what you call him?' he says. 'What's bitin' you—ain't Friendless goin' to win a nice purse for him?'

"About ten o'clock that night Alcyfras goes out one gate 'n' Friendless comes in another. I keeps the foot stained good, 'n' shuts the stall door whenever Duckfoot shows up. In ten days the hoss is right on edge 'n' one race'll put the finish on him, so I enter him, in a bunch of skates, as Alcyfras. I gives the mount to Lou Smith—he ain't much of a jock, but hee'll rid to orders. Just before the race I has a heart to heart talk with Lou.

"Fur this hoss to win you don't make a move on him,' I says. 'If you hand him the bat or take hold of him at the get-away he sulks.'

"All right, I let's him alone,' says Lou.

"When I'm ready fur you to let him alone I slips you a nice ticket on this bird. You ain't got a ticket to-day, have you?' I says.

"'Not so's you could notice,' says Lou.

"'Are you hep?' I says.

"'I got-cha, Bo,' says Lou.

"'I see Lou's arm rise 'n' fall a couple of times at the start 'n' ole Friendless finished fifth, his ears laid back, sulkier 'n' a grass widow at a married men's picnic.

"'You let him do better to-day,' says Elsy. 'Isn't it time to allow him to win?'

"'He wins his next out,' I says.

"'I tell Harms we're ready fur the big show 'n' I looks fur a nice race to drop the good thing into. But it starts to rain 'n' it keeps it up a week. Friendless ain't a mudder 'n' we has to have a fast track fur our little act of separating the green stuff from the poolrooms. I'm afraid the bird stales off if I don't get a race into him, so I enters him among a pretty fair bunch of platers, to keep him on edge.

"'Three days before the race the weather gets good 'n' the track begins to dry out fast. I see it's goin' to be right fur my race 'n' I meets Harms 'n' tells him to wire his bunch to bet their heads off.

"'I don't like this race,' he says, when he looks at the entries. 'There's two or three live ones in here. This Blackjack ain't such a bad pup, 'n' this here Pandora runs a bang-up race her last out. Let's wait fur somethin' easier.'

"'Well, if you ain't a sure-thing better, I never gets my lamps on one!' I says. 'Don't you want me to saw the legs off the rest of them dogs to earn my five hundred? You must have forgot ole Friendless. He's only got ninety-six pounds up! He'll tin can sure! He kin fall down 'n' roll home faster than them kind of hosses.'

"'But Harms won't take a chance, so I goes back to the track 'n' I was sore.

"'That guy's a hot sport, not!' I thinks.

"'I hates to tell Elsy the hoss he thinks is his won't win—he'd set his little heart on it so. I don't tell him till the day before the race, 'n' he gets right sassy about it. I never see him so spunky.

"'As owner, I insist that you allow

Alcyfras to win this race,' he says, 'n' goes away in a pet when I tells him nix.

"'The day of the race I don't see Elsy at all.

"'You ain't got a ticket to-day, 'n' you know the answer,' I says to Lou Smith as the parade starts. He don't say nothin' but nods, so I think he's fixed.

"'When I come through the bettin' ring I can't believe my eyes. There's Alcyfras at four-to-one all down the line. He opened at fifty, so somebody has bet their clothes on him.

"'Where does all this play on Alcyfras come from?' I says to a booky.

"'A lost shrimp wanders in here and starts it,' says the booky.

"'What does he look like?' I says.

"'Like a maiden's prayer,' says the booky, 'n' I beats it out to the stand.

"'Elsy is at the top of the steps lookin' kind of haughty, 'n' say!—he's got a bundle of tickets a foot thick in his hand.

"'What dead one's name is on all them soovenirs?' I says, pointin' to the tickets.

"'Mr. Blister,' he says, 'after our conversation yesterday I made inquiry concerning the rights of a trainer. I was informed that a trainer, as a paid employee, is under the direction of the owner—his employer. You refused to allow my horse to win, contrary to my wishes. You had no right to do so. I intend that he *shall* win, and have wagered accordingly—these tickets are on Alcyfras.' He's nervous 'n' fidgety, 'n' his voice is squeakier 'n' ever.

"'Well, Mr. Belmont,' I says, 'did you happen to give instructions to any more of your employees, your jockey, fur instance?'

"'I have adopted the method you informed me was the correct one,' he says, swellin' up. 'I gave a ticket at fifty-to-one calling for one hundred and two dollars to Mr. Smith, and explained to him that I was the owner.'

"'Before Elsy gets through I'm dopey. I looks over his tickets 'n' he figures to win eight thousand to the race. I have two iron men in my jeans—I don't even go down 'n' bet it.

"What's the use?" I says to myself.

"I can't hardly see the race, I'm so groggy from the jolt Elsy hands me. Friendless breaks in front and stays there all the way. Lou Smith just sets still 'n' lets the hoss rate hisself. That ole hound comes down the stretch a-rompin', his ears flick-flackin' 'n' a smile on his face. He wins by five len'ths 'n' busts the track record fur the distance a quarter of a second.

"Then it begins to get brisk around there. I figger to have Alcyfras all warmed up outside the fence the day Friendless wins. After the race I'd put him in the stall 'n' send Friendless out the gate. Elsy, practisin' the owner act, has gummed the game—Alcyfras is over in the other end of town.

"Ole Friendless bustin' the track record is the final blow. I don't hardly get to the stall 'fore here comes the paddock judge 'n' his assistant.

"We want this hoss and you, too, over at the paddock," he says. "What's the owner's name?"

"Alcibides Tuttle," I says.

"Is that all?" says the paddock judge. "Go get him, Billy!" he says to his assistant. "You'll likely find him cashin' tickets."

"When we gets to the paddock, there's Colonel King and the rest of the judges.

"Take his blanket off," says the colonel, when we leads in the hoss.

"He's red-hot, Colonel," I says.

"So am I," says the colonel. "Who was caretaker for the horse Friendless when he was racin?" he asks some of the ginnies.

"Duckfoot Johnson," says the whole bunch at once.

"Send for him," says the colonel.

"T's hyar, boss," says Duckfoot, from the back of the crowd.

"Come and look this horse over," says the colonel.

"I done looked him over befo', boss," says Duckfoot, when he gets to the colonel.

"When?" says the colonel. "When did you see him?"

"'Bout a month ago," says Duckfoot.

"Did you reecogniz him," says the colonel.

"Yeh, sah," says Duckfoot, "I done recnomize him thoully fum his haid to his tail, but I ain' never seed him befo'."

"Recnobize him again," the colonel tells him.

"Boss," says Duckfoot, "some folks 'low dis hoss am Frien'less, but hit ain'. Ef hits Frien'less, an' yo' puts yo' han' hyar on his belly dey is a rough-feelin' scah. Dis hoss am puffedekly smo-o—then he stops 'n' begins to get ashy 'round the mouth.

"Well?" says the colonel. "What's the matter?"

"Lawd Gawd, boss! *Diss am Frien'less . . . Hyar's de scah!*" says Duckfoot, his eyes a-rollin'. Then he goes 'round 'n' looks at the hoss in front. "Whar his white foot at?" he asks the colonel.

"That's what we are about to ascertain," says the colonel. "Boy," he says to a ginny, "run out to the drug store with this dollar and bring me back a pint of benzine and a tooth-brush."

"The ginny beats it.

"You may blanket this horse now," the colonel says to me.

"When the ginny gets back, Colonel King pours the benzine on the tooth-brush 'n' goes to work on the off-fore-foot. It ain't long till it's nice 'n' white again.

"That is most remarkable!" says Elsy who's watchin' the colonel.

"In my opinion, Mr. Tuttle," says the colonel, "the only remarkable feature of this affair is yourself. I can't get you properly placed. The Association will take charge of this horse until the judges rule."

"The next day the judges send fur me 'n' Elsy. It don't take Colonel King thirty seconds to rule me off—I don't get back fur two years, neither! Then the colonel looks at Elsy.

"Mr. Tuttle," he says, "if your connection with this business is as innocent as it seems, you should be protected against a further appearance on the turf. On the other hand, if you have acted a part in this little drama, the turf should be protected against you. In either case

the judges desire to bring your career as an owner to a close; and we hereby bar you and your entries from all tracks of the Association. This is final and irrevocable.'

"Three years after that I'm at Hot Springs, 'n' I drops into McGlade's place one night to watch 'em gamble. There's a slim guy dealin' faro fur the house, 'n'

he's got a green eye-shade on. All of a sudden he looks up at me.

"'Blister,' he says, 'do you ever tumble there's two ringers in the New Awlins deal? Me 'n' Buck Harms has quite a time puttin' it over—without slippin' you five hundred.'

"It's Elsy! 'N' say!—his voice ain't any squeakier 'n mine!"

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Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During November the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: K. F. Emmanuel, Otto Gerhardy, T. C. White.

Conductor D. S. Weigel, on train No. 25, Nov. 26th, declined to honor card ticket account date of sale having been altered and collected cash fare.

On train No. 21, Nov. 25th, he declined to honor local ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

St. Louis Division

Conductor W. C. Walkup, on train No. 208, Nov. 3rd, No. 201, Nov. 5th and 20th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

On train No. 208, Nov. 19th, he lifted trip pass which was restricted to intrastate travel account being presented in connection with interstate trip and collected cash fare.

On train No. 208, Nov. 26th, he lifted employe's trip pass account not being countersigned and collected cash fare.

Conductor A. E. Reader, on train No. 24, Nov. 8th and 29th, lifted expired card tickets from passengers, who admitted having previously secured transportation on same, and collected cash fares.

On train No. 22, Nov. 16th, he declined to honor card tickets account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

Conductor B. E. Blaney, on train No. 5, Nov. 14th, lifted trip pass account being in improper hands and collected cash fare.

Conductor H. W. Bibb, on train No. 202, Nov. 16th, declined to honor trip pass account having expired and collected cash fare.

Indiana Division

Conductor D. G. Nichols, on train No. 302, Nov. 14th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Iowa Division

D. B. Johnson, on train No. 712, Nov. 3rd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

On train No. 831, Nov. 17th, he lifted expired going portion of round trip card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Kentucky Division

Conductor W. Y. Hansbrough, on train No. 104, Nov. 2nd, declined to honor employe's trip pass restricted to intrastate travel account being presented with local ticket for an interstate trip. Passenger refused to pay fare and was required to leave the train.

Conductor F. P. Coburn, on train No. 121, Nov. 5th and No. 122, Nov. 9th, declined to honor mileage books account having expired and collected cash fares.

On train No. 131, Nov. 13th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Tennessee Division

Conductor J. W. Robertson, on train No. 104, Nov. 9th, declined to honor mileage book account having expired and collected cash fare.

On train No. 122, Nov. 22nd, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Mississippi Division

Conductor C. M. Anderson, on train No. 1, Nov. 6th, declined to honor mileage book account having expired and collected cash fare.

Conductor A. M. King, on train No. 3, Nov. 16th, lifted two mileage books account being in improper hands and collected cash fares.

Louisiana Division

Conductor Wm. Trafton, on train No. 33, Nov. 14th, lifted employe's term pass account identification slip Form 1572 having been altered and collected cash fare.

Conductor E. S. Sharp, on train No. 33, Nov. 17th, lifted mileage book account being in improper hands and collected cash fare.

Conductor L. M. McLaurine, on train No. 33, Nov. 18th, lifted 30 trip family ticket account having expired and collected cash fare.

Conductor R. E. McInturff, on train No. 332, Nov. 22nd, declined to honor round trip card ticket account having expired and collected cash fare.

On train No. 503-303, Nov. 23rd, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

On train No. 332, Nov. 30th, he lifted banana messenger's ticket account being in improper hands and collected other transportation to cover trip.

Conductor E. Moales, on train No. 2, Nov. 24th, lifted employe's term pass in accordance with bulletin instructions and collected cash fare.

Memphis Division

Conductor J. S. Lee, on train No. 304, Nov. 1st, lifted employe's term pass account identification slip Form 1572 having expired and collected cash fare.

On train No. 303, Nov. 2nd, and No. 340, Nov. 17th, he declined to honor mileage books account having expired and collected cash fares.

On train No. 304, Nov. 7th, he lifted employe's term pass account identification slip Form 1572 having been altered. Passenger declined to pay fare and was required to leave the train.

On train No. 304, Nov. 19th, he lifted employe's term pass account being presented with blank identification slip and collected cash fare.

Conductor G. I. McLaughlin, on train No. 14, Nov. 22nd, declined to honor mileage book account having expired and collected cash fare.

New Orleans Division

S. K. White, on train No. 21, Nov. 8th, declined to honor returning portion of week-end excursion ticket account having expired and collected cash fare.

Conductor A. L. Williams, on train No. 34, Nov. 15th, declined to honor mileage book account having expired and collected cash fare.

Conductor M. J. Moody, on train No. 15, Nov. 23rd, lifted 54-ride individual ticket account having expired and collected cash fare.

Illinois Division

John Caldwell, Night Clerk, Tuscola, has been commended for discovering and reporting a hot-box blazing on No. 3, December 28th.

Conductor J. Wienke has been commended for discovering and apprehending a trespasser in C. M. & St. P. car 75444, December 5th on train 56.

Engineer C. A. Jenkins has been commended for discovering engine 496, standing on the siding at Paxton, with blow-off valve open and taking necessary action to remedy this, thereby preventing serious damage.

Section Foreman P. G. Boudreau, of Gilman, has been commended for discovering brake rigging dragging on car in train 91 at Gilman, December 3rd, and also on the same date reported caboose on train 95 improperly stenciled.

Section Foreman E. W. Harton, of Peotone, has been commended for discovering and reporting brake beam wedged between rails on the south bound track, north of depot at Peotone, December 8th.

Signal Maintainer Joe Burkett has been commended for discovering broken rail on N. Y. C. crossing at Kankakee Junction, December 28th. He immediately reported the matter and arrangements were made to have section men repair track.

Minnesota Division

Conductor R. M. Ickes has been commended for discovering and reporting side bearing missing from C. M. & St. P. car 30846, December 11th, train 1560 west.

Indiana Division

Brakeman T. J. Tannehill has been commended for discovering and reporting broken rail at Turpin, November 23rd.

Contributions from Employes

The Difference

By O. J. J.

"SPEAKIN' of claims," remarked the agent at one of the stations in western Iowa, "I'll tell you of a little incident that happened last winter." We loaded two cars hogs one night for Chicago. The shipper, being one of those good, conscientious old farmers, who believe the railroads should be held responsible for the inclemency of the weather, the war in the east and his hired girl's disposition.

There was a decided drop in temperature while the hogs were en route, which turned into a regular blizzard. The trains were unable to make time and the hogs were set out when the 36 hour release expired, which resulted in a delay of twenty-four hours to the stock.

When the shipper received his returns from the sale of the hogs, down he came to the depot, with blood in his eye. Spreading the account of sales from his commission firm on the desk, he exclaimed:

"I want to file claim for loss on that shipment of hogs." "What was your loss?" I asked, "And how do you figure it?" I had been keeping pretty close watch on the market and knew about what was coming.

"Well," he began, "those two cars hogs weighed 35,850 pounds over the railroad company's scales at the stock yards here; they weighed, according to the returns, 35,300 pounds in Chicago. Now, I never have over one hundred and fifty pounds shrink on a car, and I figure I have a loss of 250 pounds extra shrink at \$7.60 a hundred, what the hogs sold for, which makes \$19.00 account extra shrink. Then, there is the feed bill of

four dollars a car caused by the hogs having to be unloaded. So I figure I am out \$27.00 altogether and want to file claim for that amount."

"Now, let me figure a bit," I remarked. "What would your hogs have sold for had they reached market on time, or the day before they did arrive?" He replied that he didn't know. I got a copy of the market report and laid it before him, showed him where the same class of hogs as his had sold for \$7.40 the day before his were on the market. "Now, let us get this thing correct," I continued. "You had a 20-cent increase in the market?"

"Yes," he admitted.

"Thirty-five thousand 300 pounds at 20c a hundred equals \$70.60, or the difference in market values on the two days?"

"Yep; I guess that's right," he replied.

"Now, let's figure out your feed bill and extra shrink which you claim is \$27.00."

"Alright," he continued, "figure it out." I noticed, however, that he was getting rather uneasy about something.

"Now, according to these figures, which you cannot deny, you owe the railroad company just \$43.60." Getting a blank check, which I placed on the desk before him, I continued: "Fill it out for that amount so I can remit it to the claim department; they need the money."

He began feeling in his pockets, much embarrassed, and finally pulled out a cheap cigar, which he handed to me, exclaiming, as he made his way out of the door: "That's one on me."

The Key to the Situation

By W. W. Ramsey, Engine Foreman, Vicksburg, Miss.

SUCCESS is what every man is looking for, and the majority of men are looking the wrong way to find it.

A young man asked former Senator Depew what was the secret to success, and he said: "My boy, there is no secret to it, it is just dig, dig, dig." Mr. Depew was exactly right, and that is what every man must learn who is striving to succeed. He must put success in its rightful place, for there is nothing more simple so long as we do not give it the wrong meaning.

Take twelve men and, for example, ask them what success means, and eleven of them will associate it with something to be attained only by those who are exceptionally clever. It is the popular impression that success means some commanding talent, but that impression is wrong; success means doing well whatever it falls your lot to do. For example, the man on the little job accomplishes just as much in his position as the general manager does in his, each has to do what and all he can do. It is just as important that the

man on the ground keep the business moving as it is for the general manager to give orders. Both must carry to a successful conclusion what they start out to do; and that is what success really is. What a man does well, he succeeds in.

The man that goes up like a rocket sometimes comes down like a stick. True success is earned usually very slowly, and by doing everything the very best we can. Success has no secret, and any man can make a success in proportion to his capacity if he is willing to pay the price, and the price is hard work.

When Mr. Edison was asked the definition of genius, he answered, "Two per cent genius and ninety-eight per cent hard work; genius is not inspiration but perspiration."

To take a broad view of it all the way down the line, the key to the situation is hard work and co-operation, and all that will use that key will unlock the inner vaults of success.

A Boost for the 57th Street Training School

Mr. E. A. Barton.

West Salem, Ill., Dec. 19, 1915.

Dear Sir:

I will write you a few lines tonight to let you know how I am making it. This leaves me all O. K. except I have a new tooth that is giving me trouble. It is a wisdom tooth, so I guess I will have more sense now! Ha, ha.

Well how is everything by this time? I guess you have quite a number of students now, haven't you? I hope so, any way. I have a nice man to work for; he has been with the company for quite a while.

Mr. Barton, I wish to thank you for what you have done for me, and hope that some day I will be able to do something for you. I also wish to say that the I. C. Training School is all that it is claimed to be and any young man wishing to enter the railway service should take a course in your school. Before entering your school, as you know, I had no knowledge of station work, but with the personal instruction of an expert instructor, I became familiar with the different objects of station work. I can't say too much for the school and its splendid instructor.

I would like to have your advice about when would be the best time for me to take an examination, whether to try to pass after I work three months or not. You know how I am on the wires, so please advise me, as I know when I get your advice that I will make good by taking it, so tell all of the boys to stick to it, and do as you tell them and I am sure they will make good.

Hoping you success, and wishing you and Mrs. Barton a Merry Xmas and a prosperous New Year, I beg to remain

Your old student,

Answer soon.

EARL RICHEY.



LOCAL TALENT and EXCHANGES



THE AIR REVERSE.

By W. F. Blauvelt, Engineer.

I am no spring chicken, I'd have you to know,
And if you'll look up my record, you'll find it to show
That in eighteen hundred and ninety-three
I done my first firing on the St. L. & C.

'T was a little pike then, forty-three miles in extent,
From Springfield straight south to Litchfield it went.
Two regular crews done the work on that pike,
Six trains in the day-time, not any at night.

No trains ran on Sunday, the peace to disturb,
No puffing, no rumbling, or whistling was heard.
But since, that pike from oblivion has risen,
And is now a part of the Springfield division.

Of the Illinois Central, greatest road north and south,
That runs from Lake Michigan to the Mississippi's mouth.
Promotion was fast when the I. C. made her grab,
And in nineteen hundred I was placed on the right side of the cab,

Promotion I spoke of, my story is true,
In three months they gave me the 472
In chain-gang service, hundred mile stretch,
Springfield to St. Louis, with twelve hundred tons net.

Sixteen crews in the service and worked overtime,
To handle the business we had on our line.
But alas, the big engines have come here to stay,
And they lengthened the division to make the road pay.

Six crews do the work in the chain-gang to-day,

And it looks like I'm on the yard engine to stay,
But while conditions are bad they might have been worse.
The one I run now has the air reverse.

I've been in yard service for ten years or more,
And yanked that old lever till my back was sore,
Gone home in the morning like one with the blues,
With muscles so sore I could scarce drag my shoes.

I'd offend the good wife at something I said,
Who'd be glad when at last I had gone off to bed.
The boys, also, would hide out to study or skate
When they saw their old daddy drag in at the gate.

But now 'tis far different, I trot home like a boy,
The house is all sunshine, mother's all joy.
So I'll sing my best praises, in prose or in verse,
To the man who invented the great air reverse.

THE OLD HOME.

By Mrs. McKircher Day.

There's a mother bent and wrinkled,
In a home back "'mong the hills,"
And a longing for a letter,
One that mother's lone heart fills.
Just a line from son or daughter,
Who for years has been away;
But the letter's long in coming,
None she gets, day after day.

No one knows how still and lonesome
Is that house, where years ago
Mother rocked the old red cradle
Gently, gently, to and fro.
Soothed away child griefs with kisses,
Bound up cuts and fingers sore;
Then, all smiling, watched them playing
On the spotless kitchen floor.

Merry children 'round the table,
 Quaint old dishes white and blue;
 Now none comes when dinner's ready,
 Table's only set for two!
 Often when the light is waning,
 From the little parlor stand,
 Mother takes an old-time picture
 In her work-worn, trembling hand.

Gazes on the face intently;
 Such love's 'mong earth's chiefest
 charms,

I was never half so happy
 As when you were in my arms.
 I was often tired and weary,
 Filled with care, and oft perplexed;
 Had so much to do I wondered
 What the task I should do next.

But I'd bear the burden gladly,
 Suffer what I did and more
 If those days, now gone forever,
 I could once again live o'er!
 Now her longing's for a letter,
 As she does her household chores;
 Write and tell her how you love her
 If that lonesome mother's yours.

PAID HIS WAY.

No, Steve, I ain't complainin' any,
 I'll go,—if y' think it's right;
 I don't ask a single bite n'r a penny,
 More n'r less 'n jest what's white—
 But son, bime-by, when the old man's
 done for,
 Jest remember my words today;
 Y' don't like to have me round h'yere
 But I reckon I've paid m' way.

I was eighty-one last January,—
 Born in the Buckeye state,
 I've opened two farms on the prairie,
 An' worked on 'em early and late.
 Come rain or come shine, a scrapin' t'
 earn
 Every mouthful we eat an' I want 'o
 say,
 That I never rode in no free concern
 That I didn't pay my way.

Y'r mother and me worked mighty
 hard,
 How hard you'll never know;
 In cold and heat a-standin' guard
 To keep off the rain and snow.
 The mortgage kep' eating in nearer to
 bone,
 And the war it come along too,
 But I went—left mother alone
 With Sis in the cradle—and you.

Served my time, an' commenced again
 On an Ioway prairie quarter,
 An' there I ploughed an' sowed an'
 fenced,
 And nigg'd as no human ortal,
 To raise you young ones and feed m'
 wife—

Y'r mother skimped and scrubbed
 till her hair was gray,
 And I reckon we paid our way.

No, y'r high-toned tavern ain't good
 enough

F'r a man like me to die in.
 The work that's made me crooked and
 rough

Should 'a' earned me a bed to lie in
 Under the roof of my only son,—
 If his wife is proud an' gay;
 For I boosted y' into the place y've
 won.

O, I reckon I've paid my way.

Y'r wife I know is turrible set,
 She's mighty handsome to see
 I'll admit, but it's a turrible fret
 This havin' to eat with me.
 She never speaks, and she never seems
 To be list'nin' to what I say,
 But the childrin do, they don't know
 yet,
 Their grandad's in the way.

I d' know's you're very much to
 blame
 For wantin' to have me go,
 But Steve, I'm glad y'r mother's dead,
 'Twould break her heart to know.
 She'd say I orter live here,
 What time I've got to stay.
 For, Stephen, I've travelled for fifty
 years,
 An' I've always paid my way.

I ain't a-goin' to bother y' long,
 I'll be a-pioneerin' further West
 Where mother is, and God'll say,
 "Take it easy, Amos, y've earned a
 rest"—

So, Stevie, I want to stay with you,
 I want 'o work while I stay,
 Jes' give me a little sumpin' to do,
 I reckon I'll pay my way.
 —Western Life Indemnity Advocate.

A Laugh or Two

Two Italians sought a Jackson, Miss., lawyer for advice. One had been in America for years and was a naturalized citizen. The second had been here only a few weeks, could not talk English, and was in distress lest he should have to return to Sunny Italy and take up arms against the Teutons. Number one acted as interpreter, and laid the dilemma before the lawyer.

The lawyer is known for his deep reading and deeper voice. On this occasion he was highly patriotic.

"Ask this man," he directed, "if he does not know that in the history of the world no country has played a more important role than Italy. Ask him if he realizes that it was Italy that gave to the earth Garibaldi. Ask him if he has not heard in song and story of the glorious traditions of ancient Rome; if in infancy he was not told of how well Horatius kept the bridge across the Tiber; if he does not know the story of great Pompey and of the immortal Julius Caesar?"

The interpreter made noises for about ten minutes, and advised the lawyer that the new American was familiar with all these things.

"Ask him, then, if, remembering this glorious heritage of being a Roman citizen, once more honorable than to be a nobleman of any other nation, he is not proud of it, and why he now wants to shirk this splendid opportunity of serving so righteous a cause."

The interpreter said something. The Italian replied with a shrug, and something that sounded like, "Chica I aca lee."

"Well," said the lawyer, "what does he say about it?"

Said the interpreter, while the office force went into convulsions, "He say, Hell; he gitta shoot."—The Clarion-Ledger, Jackson, Miss.

Started Wrong

"Two old salts who had spent most of their lives on fishing smacks had an argument one day as to which was the better mathematician," said George C. Wiedenmeyer the other day. "Finally the captain of their ship proposed the following problem which each would try to work out: 'If a fishing crew caught 500 pounds of cod and brought their catch to port and sold it at 6 cents a

pound, how much would they receive for the fish?'

"Well, the two old fellows got to work, but neither seemed able to master the intricacies of the deal in fish and were unable to get an answer.

"At last old Bill turned to the captain and asked him to repeat the problem. The captain started off: 'If a fishing crew caught 500 pounds of cod and—'

"Wait a moment," said Bill, 'is it cod-fish they caught?'

"Yep," said the captain.

"Darn it all," said Bill. 'No wonder I couldn't get an answer. Here I be figuring on salmon all the time.'—*Exchange*.

Particularly the "Obey"

At a colored wedding, when the clergyman read the words, "Love, honor and obey," the bridegroom interrupted and said:

"Read dat again, sah! Read it once mo', so's de lady kin ketch de full solemnity ob de meanin'. I'se been married befo'.—*Pittsburgh Chronicle Telegraph*.

Taken at His Word

The suburban minister, during his discourse one Sunday morning, said: "In each blade of grass there is a sermon." The following day one of his flock discovered the good man pushing a lawn mower about, and paused to say: "Well, parson, I'm glad to see you engaged in cutting your sermons, short."—*Philadelphia Public Ledger*.

How is it, said the dentist, who was working carefully but painfully through a small opening that pricked itself through the rubber dam, that I get flakes of gold on my instrument? You say this tooth has never been touched.

Heavens man, said the weary one, you get that from my back collar button.

Obeded Instructions

One of the witnesses was a little chap of eight, who had to give evidence on behalf of his father. The child appeared in a hat that almost hid his face, in trousers so big that the knees were at his ankles and in a coat that swept the floor. His appearance was so grotesque that the court was convulsed with laughter.

The judge as soon as he could control his amusement, asked the little fellow why he appeared in such a garb.

He fished in his pocket a moment and then produced a summons, and with a grave look of concern pointed out the words: To appear in his father's suit.

Beginning Early

"Father," inquired the little brain-twister of the family, "when will our little baby brother be able to talk?"

"Oh, when he's about 3, Ethel. He's only a baby yet, Ethel. Babies can't talk."

"Oh, yes, they can, father," insisted Ethel, "for Job could talk when he was a baby."

"Job! What do you mean?"

"Yes," said Ethel. "Nurse was telling us today that it says in the Bible 'Job cursed the day he was born.'"—*Stray Stories.*



Minnesota Division.

The Superintendent's office is wondering whether or not it has become a civil service preparatory school. On Dec. 10, Richard R. Smith, secretary to the superintendent, received a call from the Department of Agriculture at Washington, D. C. Then on the last day of the year, "Bill" Heckman, assistant chief clerk, was grabbed by "The Gentleman from Texas," Mr. Burleson, and put to work in the Post Office Department. This makes four men within a year to leave this office for government work. Edward Riley succeeds "Dick" as superintendent's stenographer and Paul Ryan comes from the C. M. & St. P. Master Mechanic's office to take Riley's place. D. F. Huntoon is promoted from tonnage clerk to assistant chief clerk, John Hall succeeding him.

Notice Night Chief Dispatcher Russell's smile these days? He has a great big bouncing baby boy up his way, he ought to smile.

On December 2, 3 and 4, the maintenance-of-way inspection train was run over the division, inspecting each section thoroughly and grading each foreman on line and surface; joints and spacing; policing; right-of-way fences; tool houses; fire protection, and main line switches of his section. Foreman R. Rust of Menominee, Ill., carried off the "Banner" with average of 95.7, with several other foremen close on his heels. Supervisor Sims received high district average with 91.1 for all of his sections.

Claim agent Tait believes that "the

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early bird catches the worm." He left a call recently for five o'clock A. M. in order to be first person served in the new Ellis Hotel Restaurant at Waterloo. Claim Agent Munson has had to buy a new hat. He received a letter from Freeport addressed "To His Excellency the Claim Agent at Dubuque."

Christmas holidays took Chief Dispatcher Talty to his old home at Pittsburgh, Pa., Chief Clerk Taylor to Carbondale, Claim Clerk Patrick and Instrument Man Montague to Chicago, Special Agent Munson to Moberly, Mo., and Rodman Zavitz to Valparaiso, Ind.

The Dubuque yard force have every reason to be proud of the splendid record they have made the past year. For 277 consecutive days no terminal overtime was made, during which time 2,267 trains were made up in the yards and only one hour was made in 317 days, covering handling of 2,696 trains.



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Indiana Division

L. N. Searcy, accountant, has returned from a vacation spent at his home near Henderson, Ky.

Ray E. Crist, painter apprentice, has been confined home for the past month on account of sickness.

Mike Cleveland, machinist, and son Robert, machinist apprentice, were called to Morgantown, Ky., on account of death of his mother.

Mattoon Shop can now boast of having among the employes two amateur actors in Robbins Bledsoe, clerk in division store-keeper's office, and Maryon Boulware, clerk to General Car Foreman, who with the help of a few friends, staged a very classical musical act at Charleston, Ill., on the evening of December 15th. It is their intention to show their ability to their friends in Mattoon within a short time.

Springfield Division.

Mr. B. E. Spink, car inspector, and family, will visit relatives in Cedar Falls, Ia.

Mr. Chas. F. Smith, car repairer, was called to his home in Charles City, Ia., due to the serious illness of his father.

Mr. R. A. Cooper, fireman, will visit in Brunswick, Md., during the holidays.

Mrs. John Putnum, wife of carpenter, will visit relatives in Seaman, O.

Mr. Wm. M. Getzendanner, machinist, will visit his parents in Cumberland, Md.

Mr. Fred Labissoniere, machinist, is visiting his parents in McKeever, Mich.

Mr. J. H. Wheatley, fireman, was called to his home in Waverly, Ky., due to the serious illness of his mother.

Mrs. J. C. Fish, stenographer in the master mechanic's office, spent Thanksgiving Day in Bloomington.

Mr. Carroll Jordan, assistant accountant in the master mechanic's office, makes occasional trips to Pana, Ill. What is the attraction?

Mr. Victor Hines, timekeeper in the Car Department, spent the holidays in Harvard, Ill.

Conductor W. B. Herron has returned to his home in Champaign, after a three weeks' business trip in Michigan.

Conductor T. F. Murphy, who has been off sick for some time, is improving very rapidly and expects to return to his duties as conductor within a very short time.

Conductor J. Lordan has been assigned to regular passenger service between Clinton and St. Louis.

Tennessee Division

A man may think he knows all about a subject, yet be deceived.

In the Illinois Central Shops at Jackson, Tenn., there works a carpenter, a specialist in his line, one who has traveled extensively and who is well posted on any and

all subjects, so he says. He stands 6 feet in his stockings, and the subject of Christmas and the size of turkeys having come up, he said that he was once called upon to box the largest gobbler that was ever shipped from Tennessee; that it was as tall as a man, weighed 58 pounds and sold for \$17.40 in New York City. He further stated that the turkey was tied around the leg with a rope which was fastened to a tree and that it was so big that while he was standing on his tip-toes, nailing on the crate, the gobbler stood flat on its right foot and kicked him in the face with its left.

The truth has leaked out and the boys are chiding the carpenter for not having learned, during his travels, the difference between a turkey and an ostrich, for it was a young ostrich and not a turkey that he crated!



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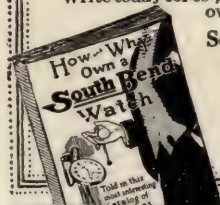
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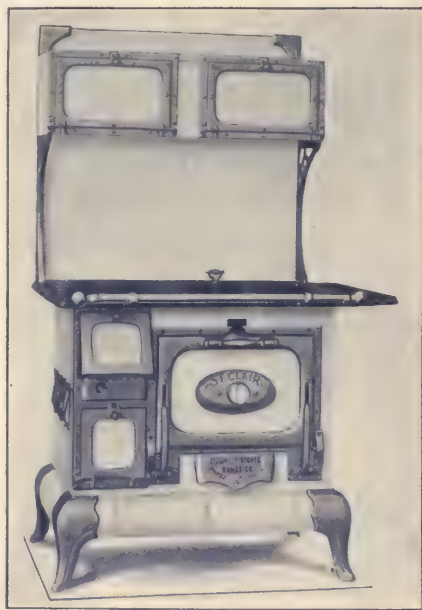
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A. F. BLAESS,
Engineer Maintenance of Way

BORN Ann Arbor, Mich., 1871, educated in public schools of Ann Arbor and University of Michigan. In 1895-96 in employ of the Detroit & Mackinac Railway Company on preliminary and location surveys, and construction work.

Entered service of the Illinois Central early part of 1897 as track apprentice at Cherokee, Iowa. After several months' service on section work, transferred to Engineering Department and served in various capacities ranking from Rodman to Assistant and Resident Engineer, until 1902. In 1902 appointed Supervisor Cherokee District; promoted to Roadmaster Springfield Division 1905,, transferred to Kentucky Division as Roadmaster January 1, 1907, and appointed Assistant Engineer Maintenance of Way in December, 1912. In August, 1913, was appointed District Engineer and promoted to position of Engineer Maintenance of Way April 1, 1914.

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FEBRUARY, 1916

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The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Walthall

EDWARD CARY WALTHALL began his notable career in the heart of the Old Dominion, at Richmond-on-the-James. The date was Monday, April 4, 1831. He was a gentleman by inheritance—born to the purple of character.

A Virginian by birth; a Mississippian by adoption, a Southerner by instinct, he well won and well wore his unofficial title: "The Chevalier Bayard of The Confederacy."

His blood-blend was the Shamrock with the Thistle—which makes for victory, whether in peace or war; because by nature it tends to conform to the constructive rather than to the destructive principle.

He was the son of Barrett White Walthall and had one sister, Fanny, and three brothers, Bal, Ben and George. His mother's maiden name was Sarah Southall Wilkerson, of Virginia, a very superior woman, from whom General Walthall is said to have inherited his unusual talents.

When ten years old he moved with his family to Holly Springs, Miss., where his father became clerk of the court.

Young Walthall was educated at St. Thomas Hall, a noted Episcopal academy at Holly Springs. Then he read law with his brother-in-law, George R. Freeman, at Pontotoc, Miss., for one year, and continued the study while deputy clerk of the court, and was admitted to the bar in 1852. Then he removed to Coffeeville, Miss., and formed a law partnership with Judge

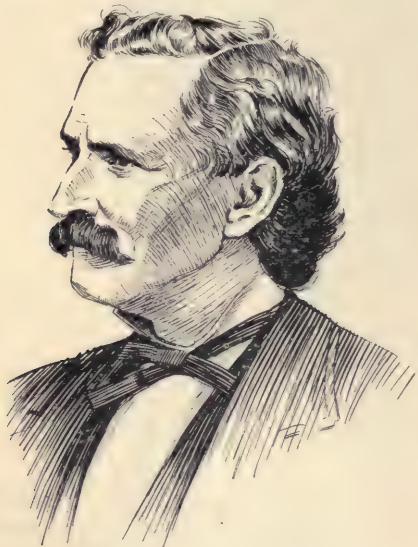
Cheves. Four years later he was elected district attorney, which office he held at the time he entered the Confederate Army, at the beginning of the Civil War.

In 1856 he married Miss Sophie Bridges, who died the same year, leaving no children. In 1859 he was married to Miss Mary Lecky Jones, of Virginia. They had one child, a son who died in early infancy. They adopted one child, Courteny Hamilton Walthall, a niece who is now Mrs. J. Billings, of Atlanta, Ga.

His wife Mary was a very beautiful and gifted woman. She shared with him the hardships and privations of march and bivouac; and during every one of the many battles in which General Walthall took part, she was always somewhere near, to go to him when the fighting was over, seldom knowing in advance whether she would find him dead or wounded—or unhurt and happy over a victory, or sad and overburdened by defeat and the loss of personal friends. But like the wife of General Turchin, one of the Union officers directly opposed to him, General Walthall's wife also was his constant attendant until the very end. She survived him only a few months.

Among the volunteer companies organized in Mississippi during the latter part of 1860 and the spring of 1861, was the Yalobusha Rifles. F. M. Aldridge was captain, and E. C. Walthall, first lieutenant.

His friends at Coffeeville offered the captaincy to Walthall, then one of the leading citizens, but he insisted on that honor being given to his friend Aldridge whom he thought better qualified. This organization became Company H of the Fifteenth Mississippi Regiment, composed of the very flower of Mississippi manhood. Its worth was proved on many a battlefield. It was a part of the command of General



Gen. Edward Cary Walthall.

Leonidas Polk, "the Fighting Bishop," who had resigned his ministerial office to fight for his state and his new country, the Southern Confederacy.

Walthall's first station on duty was at the town of Columbus, Ky., on the Mississippi River, a few miles below Cairo, where the Union troops were concentrating in large numbers; the strategical point nearest to the line of fortified places extending across Kentucky from east to west, under command of General Albert Sidney Johnston, who was a West Pointer, and served for years in the United States Army, but had resigned, like many others, to take service in the Confederate Army. His promotions followed rapidly.

On June 15, 1861, he was elected Lieutenant Colonel of the Fifteenth Regiment. On Friday, April 11, 1862, he was elected Colonel of the 29th Mississippi Regiment, but was their Colonel only two months, because he was made Brigadier General June 30, 1862, to take effect December 13, 1862.

Then the "Walthall Brigade" became a

name to conjure with, being the 3rd brigade of the division, under Major General Breckenridge, in the Reserve Army Corps under Lieutenant General Leonidas Polk, of the Army of The Mississippi, under General Beauregard.

The Walthall Brigade was composed of the 24th, 27th, 29th, 30th and 34th Mississippi Infantry.

June 6, 1864, he was appointed Major General, his division being composed of the brigades of General Quarles, Cauty and Reynolds. He served as Major General to the end.

On the seventh day after Walthall became a Major General, Lieutenant General Leonidas Polk was killed at the battle of Pine Mountain. General Walthall had the best opportunity to be appointed Polk's successor, but he urged the appointment of General A. P. Stewart, who received the honor.

The fierce battle of Mill Springs, or Fishing Creek, Ky., gave him his first opportunity to show that as a great civilian soldier he would take rank with Gordon and Forrest. When the commanding general had fallen, and the raw troops were in such confusion that defeat seemed certain, Lieutenant Colonel Walthall of the Fifteenth Mississippi held that gallant regiment in line, then led them in front of the on-coming enemy, and saved the Confederate Army from rout and ruin. His cool intrepidity there made his reputation and caused his promotion to the command of the 29th Mississippi Regiment, Infantry.

At the Battle of Shiloh, or Pittsburg Landing, April 6 and 7, 1862, Colonel Stratham's Brigade including the 15th Mississippi Regiment with its Lieutenant Colonel Walthall in command, contained also the 22th Mississippi, the 19th, 20th, 28th and 45th Tennessee Regiments of Infantry with Forrest's Cavalry and the Rutledge Tennessee Battery. They, with Bowen's and Trabue's Brigades constituted the Reserve Corps, under General John C. Breckenridge, one of the two divisions General Leonidas Polk was bringing down from Columbus, Ky., he having personal command of the other. General Albert Sidney Johnston had sent for them to consolidate with Beauregard's Army at or near Corinth, with a view to fall upon Grant at Pittsburg Landing before he could be joined by General Lew Wallace whose army was waiting orders a few miles further down the Tennessee River.

The plan was to attack early on Saturday, April 5, but the rain and bad roads prevented them getting together till late that afternoon. The Confederate Army bivouacked Saturday night in order of battle, the Stratham Bridge (the Third) occupying the rear, four miles from Pitts-

burg Landing and nearest Corinth, near the junction of the Bark Road and the Corinth-Pittsburg Road, where General Albert Sidney Johnston's headquarters were located. As he was killed that day about 2:30 p. m., after practically winning a victory, there is no report from him. He was succeeded in command on the field of battle by General Beauregard whose official report tells the story in part. From this report it appears that there was a shortage of commanding officers; a colonel would lead a brigade, as did Stratham, and a brigadier general would command a division, or even a corps, as did Breckenridge. So many Confederate officers were killed or disabled that promotions were rapid and unexpected on the battleground, in the heat of action. The movement towards Pittsburg Landing began about 5:30 Sunday morning, in three lines of battle, followed by the Breckenridge reserve which finally pushed forward, past Peach Orchard, and the Bloody Pond, and pressing forward went almost as far north as the main line of battle near the Landing, with most of the remaining army of Grant bunched up under the big guns of the gunboats on the river. At 6 p. m. that was the situation, the Confederate bivouacking in the Union camps of the night before. But the next day Wallace had arrived, and his fresh troops gradually forced the Confederate left back in a sort of stubborn see-saw movement, gaining and losing the same ground many times. The Confederate right, including Stratham's Brigade with the 15th Mississippi were holding their own, but were ordered back as the left was forced back, keeping practically in line with the center, till at last all the ground gained the day before was given up, and the whole Confederate Army was slowly passing up the Corinth Road, with Stratham's Brigade, including Forrest's Cavalry bringing up the rear; while Grant's Army seemed willing to let the situation remain as it was, though the Confederates had taken another position on the Corinth Road not far away, and were awaiting further attack. So it is clear that Lieutenant Colonel Walthall, and his Fifteenth Mississippi Regiment saw most of one of the strangest, the most stubbornly fought and, considering the number involved, the bloodiest battle of the whole war.

In his Memoirs, General Grant says of Shiloh, after noting the fact of its being much misunderstood:

"Upon one point at least there seems to be no controversy. Up to that time, Shiloh was the most important battle of the war. The best blood of the North and South was freely shed, as testified to by over twenty thousand killed and wounded on that fiercely contested field, yet the results were so evenly balanced that at the time, victory was claimed by both sides."

Lieutenant Colonel Walthall and the Fifteenth Mississippi Regiment ^{and} their full share in giving "The Bloody Pond" its name, and in taking the prisoners that were there compelled to surrender.

Since the battle of Shiloh, he had been made Colonel and then Brigadier General. In the greater battle of Chickamauga again he led his command into the very thickest of the carnage, and almost a third, 32 per cent, of his men were killed and wounded. His daring, skill and firmness in that contest greatly increased his reputation as a soldier and a leader of soldiers.

At the battle of Lookout Mountain, celebrated in song and story as "The Battle Above the Clouds," one who was there says "There was no clouds that day—only a mist that came up from the valley."

That was about two months after Chickamauga. The Walthall Brigade then consisted of only about 1,500 picked men. They were ordered to hold the picket post position stretching from Lookout Creek, on up over the mountain side, and across the bench to a cliff. The Federal big guns on Moccasin Point practically cut them off from reinforcements or from retreat, while "Fighting Joe Hooker," with a division of 10,000 men attacked Walthall and his brave Mississippi brigade. But Walthall held them steady till they could reform their line beyond the reach of the batteries. At last, about 1 o'clock General Pettus brought relief with his brigade, and those two brigadiers held that precarious position till dark. About 900 of Walthall's men were killed or disabled in that terrific struggle for position. A historian aptly says:

"General Thomas, in his report, says the resistance by Walthall was 'stubborn,' General Bragg characterizes the resistance as 'desperate,' and the impartial historian writes it as 'brilliant and desperate.'"

But the next day the worn and battle-scarred remnants of the Walthall Brigade, another "Noble Six Hundred" were thrown across Missionary Ridge to cover the retreating left flank of Hardee's exhausted and overwhelmed Third Army Corps. Here again Walthall stubbornly held the position entrusted to him, till ordered, some say, away about 8 o'clock that night, though it may have been earlier. In any event, he covered the Confederate retreat. He received a severe wound in the foot, but kept the field and saddle; bravely enduring the pain and loss of blood, so as not to discourage his men by leaving them. That wound badly disabled him for about six weeks.

The Walthall Brigade had gained the reputation of going where they were ordered, and then "staying put" till ordered away.

Therefore it was not strange when General Hood was retreating from Nashville after two days' hard fighting, December 15

and 16, 1864, and hard pressed by Thomas, and he sent for Lieutenant General Forrest to ask if he would undertake to protect the retreat, that Forrest replied: "Give me the Major General of infantry I shall choose and I will undertake it."

Neither is it strange that he chose Walthall and his remnant of a brigade.

History shows that the retreat was fiercely and persistently protected till the much-harassed Confederate Army had recrossed the Tennessee River.

Of this masterly retreat the historian says:

"Moreau's military reputation was made more glorious by his retreat through the Black Forest than by the victory of Hohenlinden; so this retreat shed as imperishable glory upon Forrest and Walthall as any won by their most splendid victories."

The defeated army to which Walthall then belonged passed on southward to Bentonville, N. C., and there just before the close of the war, Walthall's Brigade was lined up in battle array for the last time. Of that sad event Senator Berry, of Arkansas, said in the United States Senate, just after Senator-General Walthall's death in Washington City, which occurred about 5 o'clock p. m., Thursday, April 21, 1898:

"General Walthall once told me that on that very day every man in the command knew that there was no longer any hope for the South; knew that the days of the Confederacy were numbered; yet no man faltered; and he said that nothing in his life had ever touched him so much as when he rode down the line on that day and there burst forth from the tattered and torn remnants of his old division the old familiar cheer that had so often greeted him; and the saddest word he ever spoke was to give the order for the charge that cost many of them their lives."

Another says: "On that terrible retreat from Nashville, never to be forgotten by those who followed Hood, General Walthall folded his last blanket around a wounded soldier and spent the night on the frozen ground without shelter."

Senator Spooner, of Wisconsin, said of him:

"He was the first man to teach me that a Confederate soldier, who had won by chivalrous daring his way from the rank of lieutenant to that of a major-general, and who had led in a hundred battles under a flag which I had hated and against one which I loved, could be as loyal and as faithful to a re-united republic and to its flag as if there had never been a division among us."

General Pettus in the United States Senate, after telling how the Walthall Brigade saved General Bragg's right wing at Chickamauga said:

"And afterwards while commanding in the rear guard of General Hood's Army on

the second day of the retreat from Nashville, near Pulaski, General Walthall gave a terrible emphasis to the common learning of a soldier; that it is rabid folly to rush recklessly after even a defeated army, after it has had one night's sleep.

"General Walthall never had a separate command. He was made major general during the siege of Atlanta.

"Prior to General Hood's Nashville campaign General Walthall was a perfect specimen of physical manhood—tall, graceful and in perfect health. But that month of exposure, without shelter, on frozen ground, covered with snow, was enough to wreck the strongest constitution. He never recovered from the effects of that most disastrous winter campaign."

Congressman Allen, of Mississippi, said of General Walthall:

"He was one of the handsomest and most graceful soldiers in the army, noted for his soldierly bearing, his cool and intrepid courage, his skill as a commander, his respectful demeanor to those who served under him, as well as to those who commanded him, and devoted to the welfare of his men, and idolized by them. While a splendid disciplinarian, no man who served under him feared he would not get justice at his hands."

When Forrest asked him if he would help cover Hood's retreat, he is said to have replied: "As a soldier I have never sought a post of danger nor shirked one of duty."

He served on the Military Committee in the Senate for twelve years, and in performing the duties of that committee, it is said no one could tell from his committee work, on which side of the Civil War he had served—so equal and exact was his justice to all.

Statistics taken from "Battles and Leaders of the Civil War," page 31, make it evident that it required tremendous fighting on the part of regular army leaders like Lee, Jackson, Johnston, Bragg and others; supplemented by citizen-soldiers such as Gordon, Forrest, Walthall and others, backed by the intrepid men under them, to enable 8,000,000 Southerners, with 800,000 enlisted soldiers to make such a gallant fight against the 2,000,000 soldiers enlisted in the Northern armies, backed by 20,000,000 people of the North, with their practically limitless resources. According to the authority referred to it required 15,000 troops to take old-fashioned fort Henry, manned by 1,000 men; 35,000 men, with naval co-operation, to overcome 12,000 in Fort Donelson; 60,000 to secure a questionable victory at Pittsburg Landing; 120,000 to force the retreat of 65,000 Confederates from Corinth.

While 100,000 Blues were repelled by 80,000 in the first Peninsular effort; 70,000 and nine months to take Vicksburg's (prac-

tically by starvation) 40,000; 90,000 to barely withstand the assault of 70,000 Grays at Gettysburg; 115,000 sustaining a frightful repulse by 60,000 at Fredericksburg; 100,000 attacked and defeated by 50,000 Grays at Chancellorsville; and then, without going into numerous details, to consider that it finally took 120,000 of the best and most seasoned Union troops to overcome, largely with exhaustion from over strain and lack of adequate supplies, after a year's struggle in their depleted and poverty-stricken, war-wasted Virginia, 60,000 Boys in Gray.

But there is this lesson to be drawn from those admitted facts: If any one or two or three of the foreign nations shall attack this once more united republic, they will be "welcomed with out-stretched arms to hospitable graves."

After duly surrendering with the Confederate armies, General Walthall returned to his home at Coffeeville, Miss., and resumed the practice of law. He had had considerable railroad business before the war, as part owner, as official and as attorney of certain railroads in Mississippi and Alabama, that later became part of the Illinois Central System. He easily again took up his railroad interests, being one of the greatest lawyers in Mississippi. He was general counsel for the Southern Railroad Association which was for a number of years lessee of the old New Orleans, Jackson & Great Northern Railway Company; likewise of the Mississippi Central Railroad Company; not only operating those two lines, but also completing the missing link from Jackson, Tenn., to Cairo. In 1876 those under a new organization came under the control of new owners, the Chicago, St. Louis & New Orleans Railroad Company. He was counsel also for the Mississippi & Tennessee Railroad Company, which owned and operated the line from Greenville to Memphis. For two years before that company consolidated with the Chicago, St. Louis & New Orleans Railroad Company, thereby becoming part of the Illinois Central System, General Walthall was the active manager of the road.

He had a good practice outside of railroad circles, also, and did what few other Mississippi attorneys did so soon after the war: built up a law and railroad business that brought him an independent fortune.

He was always able, willing, industrious, capable, honest and trustworthy, and was blessed with hosts of friends in all walks of life.

In 1871 he moved to Grenada, Miss., which remained his home till his death, April 21, 1898.

He never sought office; but he faithfully performed the duties of whatever office he

accepted. He was a statesman rather than a politician.

When Senator Lamar resigned his senatorship to accept the place of Secretary of the Interior, in President Cleveland's cabinet, General Walthall was appointed to the United States senatorship by the governor of Mississippi, March, 1885. Then in January, 1886, he was elected for the unexpired term. Excepting about a year when he resigned because of ill health, he was in the Senate till his death, for he was re-elected at the first opportunity after that resignation.

He was lucid, convincing speaker, and a master of plain Anglo-Saxon.

His last word in the Senate was his splendid eulogy on his friend and associate, Mississippi Senator James Z. George. He was hardly able to stand, but his regard for his late colleague made him feel compelled to do it against advice of his physicians. His great consideration for others never failed. On his death bed, in delirium, he insisted on sending word to Senator Spooner, with whom he was paired, not to lose his vote on the important questions pending in the Senate. He said it would be unfair to Senator Spooner not to have the liberty of voting.

With him it was a basic proposition that the Saxon race should retain supremacy in this country, for the sake of the country.

Few senators have died in office to whom Congress paid such unstinted honors.

A committee from both houses escorted his remains to the grave in the beautiful family burying ground in the cemetery at Holly Springs, Miss.

One of his most noted speeches was his oration over the remains of his friend Justice Lamar. A strange thing about that masterpiece of eloquence is that with a few names, dates and official titles changed, it might well have been the funeral oration of Lamar over Walthall's body, had Lamar survived him.

These are some of the things that others applied to him in varying words:

When he met an adversary, he faced him squarely and fought him squarely, but very fiercely, if assailed or defied."

"He accepted nothing that his reason did not sanction; and though tolerant of other men's opinions, no man's *ipse dixit* could be law to such a mind as his."

"He loved his country with the fervor of a pure and ardent patriot; he loved his section for her history and traditions and the manly virtues of her people and their woes, and he loved his friends far better than himself."

Thus it is shown that a great and good man may unconsciously pronounce his own lordly epitaph.

What the



World thinks

WHAT AMERICAN RAILROADS NEED

An Examination into Existing Conditions and Suggestions for the Expression of a New Spirit Toward Transportation

BY OTTO H. KAHN

Appearing in *The World's Work* for February, 1916

THAT vital question of what American railroads need and how to meet that need is discussed in its broad national aspects by Otto H. Kahn in an important article in the February number of *World's Work*. From the viewpoint of the citizen and in the light of public interest Mr. Kahn considers both the causes and effects of the present situation of the railroads, and indicates measures which might be taken to remedy its obvious evils.

"The conflicts and the storms which have raged around the railroads these many years," he says, "have largely subsided. Abuses which were found to exist, thought it is fair to say that for their existence the railroads were by no means alone to blame, have been remedied and their recurrence made impossible. The people's anger has cooled and, thought some politicians still sound the old war-cry, many indications (such, for instance, as the recent popular vote against the Full Crew Law in Missouri) tend to show that the people desire to have the railroads fairly and justly dealt

with, exacting and expecting from them a reciprocal attitude, treatment, and spirit. Railroad executives have come to recognize their functions as those of semi-public officers, owing accountability no less to the public than to the shareholders of the particular property they represent.

"A system has been evolved which, while preserving for the country in the conduct of its railroads the inestimable advantage of private initiative, efficiency, resourcefulness and responsibility, yet through governmental regulation and supervision emphasizes and protects the community's rights and guards against those evils and excesses of unrestrained individualism which experience has indicated. It is in every way a far better system than government ownership of railroads, which, wherever tested, has proved its inferiority, except only in Germany, and the very reasons which have made government ownership measurably successful in Germany are the reasons which in America would make it nothing short of an economic calamity, being given political and other circumstances as they now exist and are likely to continue to exist for a long time to come."

Mr. Kahn considers the American system of private ownership combined with public regulation "in theory an almost ideal one," but says its practical application is flagrantly faulty and that "the structure of Federal and State laws under which American railroads are compelled to carry on their

business is little short of a legislative monstrosity. . . . Considered from whatever point of view, the conclusion seems to me unavoidable that American railroad legislation, whilst sound in theory, is in practice a patchwork, a makeshift, and grossly and fundamentally faulty. It has been added to, modified, tinkered with session after session in national and state legislatures; it is illogical, unscientific, confusing, vexatious, and generally intolerable. The Interstate Commerce Commission and 43 state bodies acting at once as lawmakers, prosecutors, judges, and juries hold the destinies of the railroads in their hands, with the power almost over life and death—a power not much short of autocratic, for it is subject to little, if any, executive control and, as far as the Federal Commission is concerned, to practically no effective judicial review. Unlike the courts they are bound by no precedents and rules of procedure, guided by no fixed and well understood principles or rules of decision."

Mr. Kahn traces historically the progressive steps in railroad legislation, shows that continual and insufficiently considered enlargement of the functions of the Interstate Commerce Commission has forced upon that body duties which it is physically unable to handle efficiently and fairly. Congress, while conferring upon the Interstate Commerce Commission almost absolute powers over the interstate business of railroads, entirely ignored the correlated problem of the exercise of control by the states, and in the states a veritable mania of railroad legislation, including drastic rate reductions, extra crew laws, heavy additions to taxation, and other burdens, has followed.

With the principle of regulation Mr. Kahn places himself in full agreement. "It was a right instinct," he says, "which had guided the people, under President Roosevelt's leadership, to determine, firmly and unmistakably, that the time had come to regard the pioneer period of this country's industrial and economic development as at an end, to revoke the

latitude which had been tacitly accorded, to insist on strict adherence to the rules of business conduct laid down by the law, and to punish any violation of such rules, by whomsoever committed, high or low. . . . It is the faultiness and inadequacy of the law under which the Interstate Commerce Commission works and exercises its power, and the multiplicity of masters under whom the railroads have to serve and whom they have to satisfy that constitutes the burden of their grievances and that cries for reform."

Delays which amount to denial of justice, conflicting orders, uncertainty, chilling of enterprise, lack of confidence, etc., are the resulting complaints against such regulation. "That the Interstate Commerce Commission," Mr. Kahn says, "being at the same time prosecutor, judge, and jury, combining within itself legislative, executive, and judiciary powers, is a negation of the root principle from which the American system of government springs, may be stated as an incontrovertible fact. Such a combination of powers in one body has been styled by James Madison 'the very definition of tyranny.'"

Mr. Kahn does not share in the opinion that the members of the Commission are hostile to the railroads, but on the contrary expresses his belief that "they are earnestly striving to do justice according to their conscience and judgment and bravely struggling with a simply intolerable burden of work and responsibility."

As illustrative of the stupendous amount of work with which the Commission is burdened, he calls attention to its annual report "with its formidable array of 200,000 pages of testimony taken, 150,000 tariff publications received, hearings held, opinions rendered, orders issued, claims, complaints and applications disposed of, inspections made, accounts examined, prosecutions initiated or conducted, statistics gathered, Congressional inquiries answered and so forth. And let it be remembered that in addition to its railroad work the Commission has also to supervise and regulate telegraph, telephone, pipe lines and express com-

panies. For years, Congress has thrust upon the Commission one function after another until it is simply overwhelmed. The result is not merely delay and insufficient time for deliberate consideration but the necessity to relegate the hearing and investigation of many important cases to clerks or agents."

"But," Mr. Kahn points out, "the most serious grievance is the fact that in addition to the activities of state legislatures there are not less than 43 state commissions, exercising varying degrees of power over railroads, guided in their decisions by no precedents or fixed rules, their jurisdiction and the decrees intertwining, conflicting with, upsetting those of each other and of the Interstate Commerce Commission. . . . It is not surprising that the authority of such state commissions, of which it would be too much to expect or even to ask unyielding imperviousness to public pressure, should have been exercised, in not a few instances, frankly for the selfish interest of each state, somewhat on the lines of creating through the fixing of railroad rates and otherwise the equivalent of a protecting tariff or of an export bounty for the benefit of the industries or the consumers of each particular state."

"What with the regulating activities of 43 commissions besides the Interstate Commerce Commission, the adoption by state legislatures of rate-fixing measures, extra crew bills, and all kinds of minute enactments (between 1912 and 1915 more than 4,000 federal and state bills affecting the railroads were introduced and more than 440 enacted), the enormous increase within the last seven years in federal and state taxation, the steadily mounting cost of labor, the exactions of municipal and county authorities, etc.—it will be admitted that the cup of railroad difficulties and grievances is full. I am far from holding the railroads blameless for some of the conditions with which they are now confronted. Not a few of them were arrogant in the days of their power, many mixed in politics, some forgot that besides having a duty to their stockholders they had a

duty to the public, some were guilty of grievous and inexcusable financial misdeeds. But in their natural resentment and their legitimate resolve to guard against similar conditions in the future, the people have overshot the mark. The proof of the pudding is in the eating. Not less than 82 railroads, comprising 41,988 miles and representing \$2,264,000,000 of capitalization, are in receivers' hands and less new mileage has been constructed in 1915 than in any year since the Civil War."

As a result of this situation Mr. Kahn shows that "railroad credit has become gravely affected. It is true that faults of management and disclosures of objectionable practices have been contributory causes in diminishing American railroad credit, but from my practical experience in dealing with investors I have no hesitation in affirming that the main reason for the multiplication of railroad bankruptcies and of the changed attitude of the public toward investing in railroad securities is to be found in the federal and state legislation of the years from 1906 to 1912 and in what many investors considered the illiberal, narrow, and frequently antagonistic spirit toward railroads of commissions charged with their supervision and control."

The deduction Mr. Kahn makes is that "railroads, being essentially nation-wide in their functions, should, as to rates and other phases of their business directly or indirectly affecting interstate results, be placed under one national authority instead of being subject to the conflicting jurisdiction of many different states—a jurisdiction the exercise of which is always subject to the temptation of being used unfairly for the selfish and exclusive advantage of the respective individual states. State commissions have their proper and important functions in the supervision and regulation of street railways and of public service corporations other than interstate steam railroads, and even in the case of the latter in the exercise of certain administrative, police, or public welfare powers within well defined limits. But the fundamental law of the land, the Federal Constitu-

tion, expressly reserves to Congress the exclusive power of dealing with commerce between states, and the exercise by state authorities of rate-making and other powers which, though technically confined to railroad activities within the states, yet actually must and do affect interstate relations, is clearly opposed to the spirit, if not to the language, of the Federal Constitution."

"Personally," he states, "I believe that the principle of giving to the Interstate Commerce Commission power to *regulate* rates is sound, and I am convinced that it has come to stay. But I think that the now prevailing rigid and cumbersome system of what is practically rate *making* by the Commission is neither sound nor wise. I believe that the public could and would be just as fully protected and that, in fact, both the public and the railroads would be the gainers if the immensely complex, difficult and delicate task of making rates were left in the hands of those trained for it by a life's study, experience, and practice, i. e., the railroad officials, with full power, however, in the Commission, on its own motion, to reduce or to increase rates for cause."

"The present lopsided structure of railroad laws ought to be demolished," Mr. Kahn believes, "and superseded by a new body of laws designed, not to punish the railroads, but to aid them toward the greatest development of usefulness and service to the country, conceived upon harmonious, carefully considered, scientific and permanent lines. . . . The banking and currency legislation of 1913 affords an appropriate precedent and in many respects a parallel. . . . The formula and principle of the banking and currency legislation, viz., a strong, effective, and controlling Central Federal Board in Washington, relieved from detail work and from certain essentially conflicting functions, with Regional Boards according to geographic groupings, might prove exactly suited to railroad legislation."

Among the principal remedies suggested by Mr. Kahn to meet the situation are the following: (1) Creation of a strong, effective and controlling

Central Federal Commission in Washington, with Regional Commissions according to geographic groupings. (2) The Commission to be relieved of much detail work and of certain essentially conflicting functions which should be conferred upon a separate body. (3) The jurisdiction of state bodies in railroad matters should cease as far as it relates directly or indirectly to interstate commerce. (4) The function of rate making should be left to the railroads, with full power, however, in the Commission on its own motion to reduce or increase rates for cause. (5) Pooling arrangements should be permitted subject to approval by the Commission. (6) In determining rates due weight and consideration should be given to all factors that go to enhance the cost of operating railroads, such as legislative enactments, increased taxation, advances in wages, etc.

In closing his argument for a practical business-like treatment of this all important economic problem, Mr. Kahn calls attention to the splendid opportunity and the weighty responsibility which face this country as a result of the European war, calling for constructive thought and co-operation between business and the legislative and administrative powers.

Paying a merited tribute to the presidents of American railroads and the heads of American business institutions, he concludes: "There is no centre in the world where the label counts less, where it is less possible to bequeath position, however backed by wealth, where the shine and effect of a great name is more quickly rubbed off if the bearer does not prove his worth, where the acid test of personal efficiency is more strictly applied, where strength and talent are more certain to come to the top, than in the great mart of American business. And there is no country where the capacities of representatives of business are so little availed of in governmental and political affairs, their views so little heeded and so frequently rebuffed, where legislation affecting economic, industrial, and financial matters is framed, and the

resulting laws administered, with such disregard of the counsel and expert knowledge of business men as in the United States."

"But," he says, "there are welcome indications that this condition of affairs is about to change, and that prejudices and antagonisms which have been prevalent all too long are giving way to more auspicious relations."

There is being developed a tendency towards mutually trustful co-operation between business and the legislative and administrative powers on broad and constructive lines, such as has existed for many years in the leading countries of Europe.

RAILROAD WAGES.

IT is not in human nature to be wholly satisfied with present conditions, and it is only natural that every class and every individual should feel that there is something better merited than what is being received. Railroad men in this country, like other people, believe that they are not sufficiently compensated, and perhaps they are right about it, but the fact remains that wages generally in this country are very much higher than they are in any other country. The lives of our laboring people are projected on a higher plane, and in order to maintain themselves in better living, it is necessary for them to receive a much greater proportionate compensation. Returning to the railroad question, it has been shown by statistics that in foreign countries for the year 1912, the average yearly compensation paid employees in England was \$384. The average in Germany was somewhat higher, reaching \$412, while the average in the United States was \$728, or nearly twice as much as paid in England. Since that time railroad wages have greatly increased in the United States. This is true, even in the face of the fact that operating revenues were decreased by business depression. One of our home railroads, the Nashville, Chattanooga & St. Louis railway, may be taken as an illustra-

tion. In 1913, notwithstanding depressed conditions, this company paid its locomotive engineers an average of \$230.39 per month, or \$2,764.68 per year. The lowest monthly compensation paid an engineer was \$209.55, or \$2,514.60 a year. Conductors averaged \$173.54 a month, or \$2,082.48 a year, while some who were longer in the service received as much as \$185 per month. Firemen, who are popularly supposed to get comparatively small wages, were paid an average of \$122.71 per month, the lowest paid being \$112.15, and the highest \$137.60, or \$1,651.20 a year. Brakemen received an average of \$113.90 a month, and some as much as \$120, or \$1,440 a year. These figures are the more striking when compared with what is paid for the same work by English railways, which average from \$30 to \$65 a month. Laboring people in this country ought to be paid more than in any other country in the world because this is a richer country, and our productive capacities are greater. The laws of distribution must be, or at least should be, just and equitable, and so long as we are creating and developing so much wealth those engaged in creating and distributing it should receive proportionately a higher wage than in less prosperous countries.—The News Scimitar, Memphis, Tenn., Monday Evening, January 10, 1916.

A REAL GOOD CANE

PERSONAL experience is the best teacher as the editor of The Thermometer has found out much to his chagrin and furthermore that when it comes to trying to pick a row with a Pullman porter you'll find that he always agrees with you.

The editor recently had occasion to go on the Seminole Limited to Chicago on business. At about 8:30 on the evening of December 27th, 1915, we presented ourselves to the Pullman conductor who very courteously looked over our transportation and said to the porter, "Car 25, lower 6." The porter took my ninety-

pound bag, while I took care of a walking cane, which by the way, had been presented to me by the Hon. John T. G. Crawford, National Democratic Committeeman from Florida.

On entering the car the editor carefully placed his top coat in the upper berth and then adjourned to the observation end to enjoy a Havana. Later returning to the berth and finding everything O. K., left the cane, which had been worn on the left arm and again went to the observation end to adjust the "night cap" before retiring.

Upon arriving in Chicago on the second morning and gathering up our possessions the cane was missing. The porter assured the editor, upon interrogation, that he fully remembered my having the cane and immediately began a thorough search of the berth and linen locker without results. The observation car porter too, remembered my having the cane, in fact he even remembered my wearing it on my left arm.

Having transacted his business the editor returned to Jacksonville where he found a letter from the Pullman district superintendent in Chicago, notifying him of the receipt of a loss report by the Pullman conductor and porter of said cane but after a thorough investigation the Pullman Company had been unable to find it.

Going to our home in a very downcast spirit, we were informed by our superior officer that said cane was still on the hat tree and had it not been for the fact that we were to remain such a short time in the Windy City it would have been expressed to us. And just to think of all that trouble having been raised about a perfectly good cane that had remained at home.—Union Terminals Thermometer, Jacksonville, Fla.

EDITORIAL

IN this issue of The Record we publish an account of a movement launched by business men of Meridian to discourage the many senseless petty suits being filed in that city and county against corporations. The people of Meridian see that the multitude of litigation

brought against corporations upon the flimsiest pretext is having its hurtful effect in not only keeping capital from investing in their midst, but is driving that already invested away. What is true of Meridian is true of every other part of the state. Mississippi has suffered more than any other state on account of its antagonistic laws and the prejudice of its people toward capital. Mississippi needs, and must have, outside capital to develop her resources, but how can we expect it, when on every hand there is evidence that it will not receive fair treatment?

Of course there are many suits filed in the state against corporations which have merit and the parties are justly entitled to damage, but every one knows that the vast majority are based upon the most frivolous claim—which as a matter between individuals a suit would never have been thought of—but being a corporation, suit is brought, relying upon the prejudice of the people to insure a favorable verdict.

It is a good sign to know that the sentiment expressed by the Meridian meeting is spreading all over the state, and the people are realizing that corporations are not "the green-eyed monsters" so often painted by designing politicians, but is only outside capital which is to be used for the development of the state and will redound to the good and betterment of its citizens, and as such is entitled to a fair and just treatment at the hands of the people and under the law.—The Gloster (Miss.) Record, Dec. 17, 1915.

I. C. RUNS TRUE TO FORM IN 1915

OVER a quarter of a million dollars was spent by the Illinois Central in Waterloo for material and labor on improvements during 1915. More than double this sum the railroad intends to expend this year. Enlargement of the big machine shops, the installation of additional machinery and a general enlargement of terminal facilities are projected.

The round house was enlarged and

six additional stalls built to house the mammoth freight and passenger locomotives now used in the service on the Minnesota and Iowa divisions. Cinder and inspection pits, a new washing system, new car sheds, sidings and a host of minor improvements were made.

The Illinois Central, with 1,555 men,

is the largest single employer in Waterloo. The payroll for 1915, \$1,-354,968.12. This is the greatest amount ever paid out by this railroad or any other concern here in twelve months and is responsible for much of the prosperity of the retail trade.—The Waterloo Times-Tribune, Sunday Morning, January 9, 1916.

An Illinois Central Employee Recognized by the Carnegie Hero Fund Commission

Harold W. Snow, of 7429 Crandon avenue, Chicago, a private secretary, for attempting to save Mollie Meredith, an aged colored woman, from being killed by a train at Jackson, Miss., April 26, 1912. Snow

sprang in front of a locomotive to save the woman, but both were struck. She died several months later from her injuries, and Snow was so injured that the amputation of his leg was necessary.

President Markham has written Mr. Snow the following letter:

Chicago, January 21, 1916.

Dear Mr. Snow:

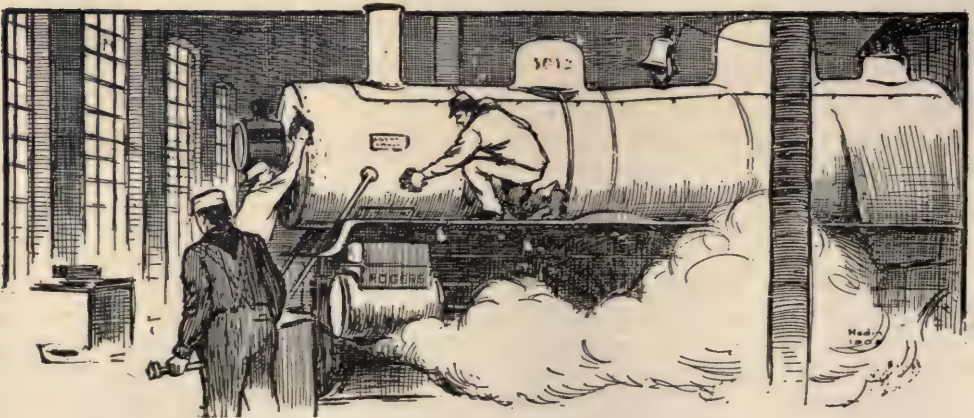
I have just been advised that the Carnegie Fund Commission, after mature deliberation, has awarded you a silver medal and \$1,000 in cash for your heroic action at Jackson, Miss., on April 26, 1912.

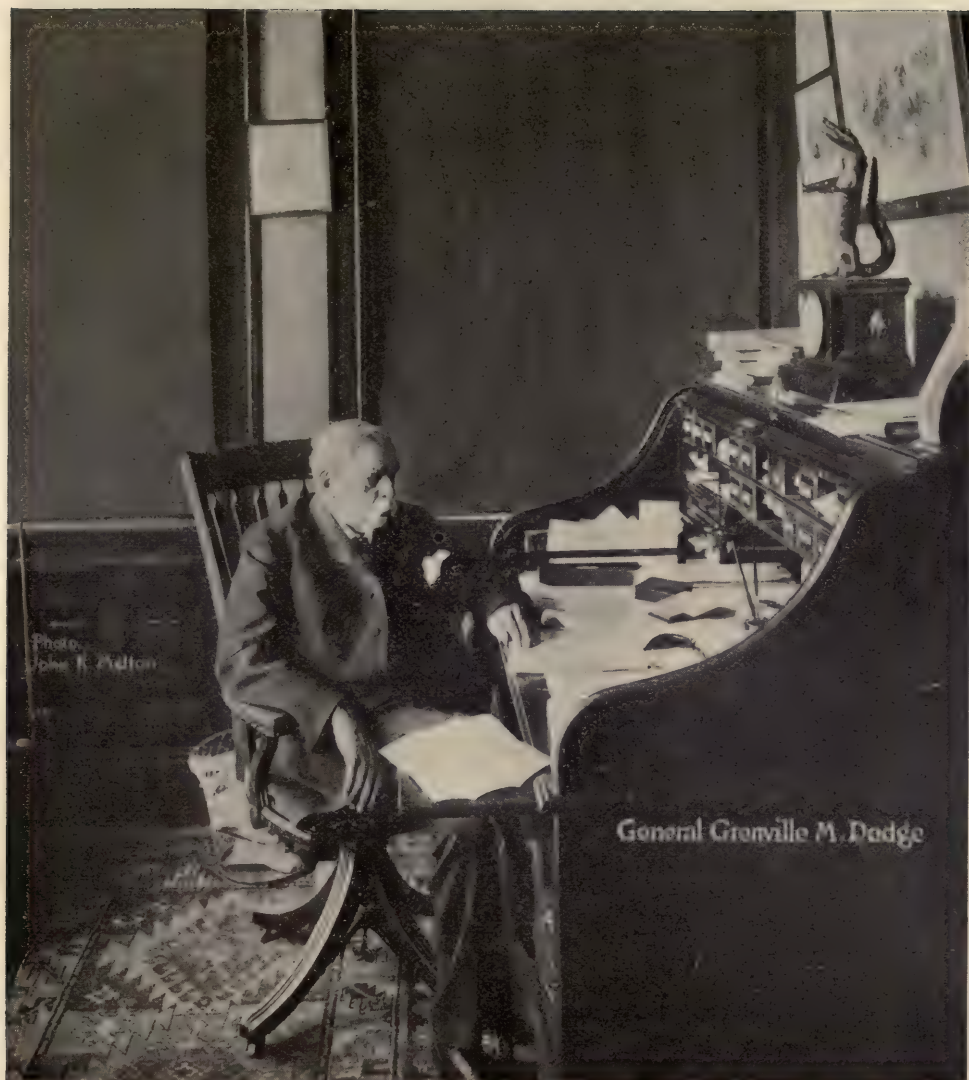
I am very glad to hear of their decision in the matter and hasten to congratulate you on this well deserved recognition of your deed.

Sincerely yours,

(Signed) C. H. Markham.

Mr. Harold W. Snow,
Care Law Department,
Chicago.

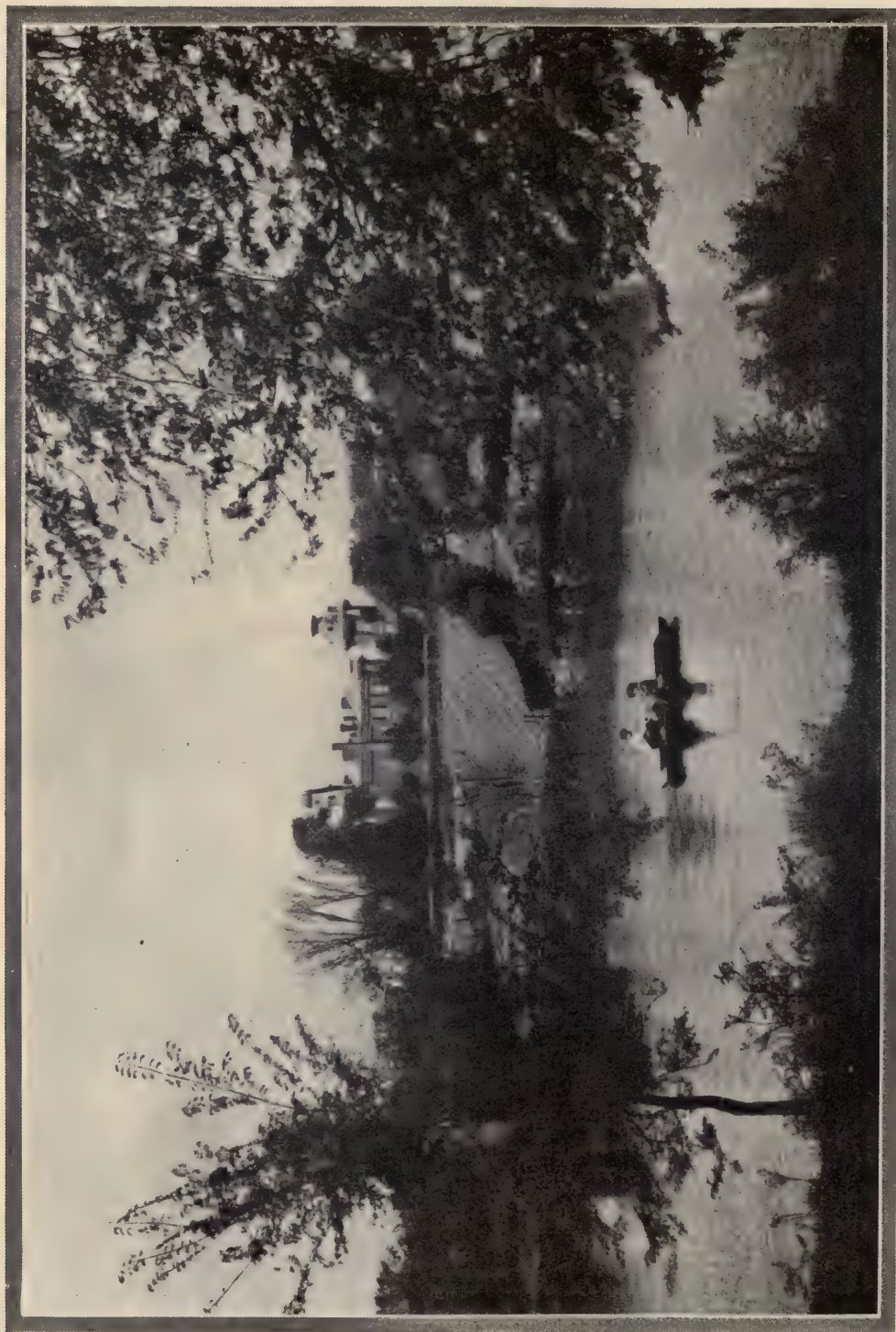




General Grenville M. Dodge

GENERAL GRENVILLE M. DODGE, an army commander in the Union Army during the Civil War, died at his home in Council Bluffs, Iowa, January 3, 1916.

A biography of General Dodge appeared in this publication extending through the January and February issues of 1914. He was a wonderful man in a great many respects. After the declaration of peace, covered with military honors, he planned, surveyed and practically built the great Union Pacific Railroad. A photograph of the General at his desk, taken by the Illinois Central photographer in December, 1913, appears above.



A BEAUTIFUL RESIDENCE AT BELLEVILLE, ILL.



Belleville Illinois

*The Center of Population
of 50,000,000 People*

*The Logical Point for Manufacturers
by*

The Belleville Commercial Club...

BELLEVILLE, Illinois, the county seat of St. Clair County, Illinois, the home of culture, song and plenty, is located within forty minutes' ride of St. Louis, Mo.

It enjoys the reputation of being one of, if not the healthiest city in the state. An example of its healthy condition is the fact that at the present time its Municipal Tuberculosis and Isolation Hospital has been abandoned, as there have been no patients for several years to take advantage of its splendid facilities.

The death rate of the city has fallen way below the customary averages of other cities.

Its population having reached the number of 28,000 souls, is well known for its thriftiness and honesty.

Nowhere is a man's word held in higher esteem or respect than here, it being considered better than his note.

It enjoys the best of industrial, educational and social advantages, and many have been attracted here as a desirable place to live and raise their families.

Its public school system compares favorably with that of any other city, and at present is engaged in the building of a township high school, which will overshadow any of its kind in our great state.

Its wonderful public library was

started years ago by The Saengerbund, an organization brought forth by the early German settlers of this territory to keep alive the Germanic spirit of song and to maintain their higher literary culture.

It later became the nucleus for the Belleville public library, which now has been housed in the beautiful edifice erected through the generosity of Mr. Andrew Carnegie.

In no city is the brotherhood of man more truly exemplified. It always reaches out its helping hand to other communities when in need and is ever ready to hear the cry of the afflicted and help those in distress.

Churches of almost every denomination are scattered about the city, making it possible for its citizens to worship as they choose.

The public press is ever ready to reveal to the world at large the remarkable vitality, progress and energy, civic and industrial, commercial and social, of its citizenship. They all stand shoulder to shoulder encouraging all onward movements and to their efforts a great deal of the success attained is due.

Belleville is known for its beautiful and well kept homes, and in no one section of the city are they exclusive, but wherever you may cast your eyes you

STAR BREWERY CO., BELLEVILLE, ILL.



THE STAR BREWERY COMPANY WAS FOUNDED IN THE YEAR 1854 AND IS ACKNOWLEDGED ONE OF THE OLDEST BREWERIES OF THE WEST. ITS PRODUCTS ARE WELL KNOWN FOR THEIR PURITY, DUE TO SIXTY YEARS' OF CONSTANT EFFORT TO PLEASE THE PUBLIC.



MAYOR DUVALL, BELLEVILLE, ILL.

will find palatial homes scattered among the more humble ones.

The pride of its people to keep up their homes and the environments thereof is unsurpassed anywhere. Nearly all homes are surrounded by beautiful trees, gardens and lawns, making the city a beautiful place to live in.

Two of the finest hospitals of Illinois equipped with all modern scientific appliances, including X-Ray machine and the largest supply of radium west of the Alleghany, are institutions any city can be proud of.

The Safety First Society of the city has done much to help decrease the loss

of life and limb and deserves encouragement in its work.

Belleville is fortunately situated so far as railroad facilities are concerned. Three trunk lines, the Illinois Central, Southern and Louisville & Nashville, furnish outlets to the world. These railroads are connected by belt lines, built by the business men of Belleville and donated to the railroads under such conditions and restrictions, that every industry on any of these lines has the advantage of shipping, both in and out, over any of the other lines without switching charges.

A few miles away, on the banks of the

Mississippi, all the great trunk lines of the country converge and the city enjoys the local rates to all points of the country.

Frequent electric railway communication unites Belleville with the great city of St. Louis, and with many of its neighboring towns.

The rich coal deposits at its very door give Belleville a pre-eminent place among the manufacturing centers of the middle west. Among the products manufactured here are: stoves, castings of all kinds, flour, brooms, beer, printing and embossing presses, malt tonic, mineral waters, ice, brick, hosiery, shoes, shirts, sanitary milk, threshing machines, hay presses, traction engines, refrigerating machines, grain drills, boilers, carbon batteries, mining machinery and cages, powder, cement products, tile, sanitary drinking fountains and nails.

We are supplied with Keokuk power as well as electric power from the plants of the E. St. Louis & Suburban Railway Company, Great East Side Division.

The high class of labor, not refuse from other cities, but the highest class intellectually, added to the advantages already enumerated, is the secret of the phenomenal success of those engaged in the different manufacturing enterprises.

The city has three banks, neither of which have ever quivered under any financial storm or stress and all are considered as solid as the Rock of Gibraltar. The total capital stock represented by them amounts to \$500,000.00, with surplus and individual profits \$900,000.00. Deposits of over \$4,500,000.00 of which over \$2,750,000.00 are time deposits, represent the thrift of the people of the city.

Nearly all of the principal streets of the city are paved and arrangements about perfected for the building of a sixty-foot boulevard for a distance of about seven miles, which, when completed, will be one of the finest drives in this vicinity.

An intercepting sewer system, connecting all the sewers of the city and carrying the sewage to septic tanks has solved the problem of its disposition along modern ideas of sanitation.

The government building, in which is housed the post office and other govern-



HENRY C. G. SCHRADER
President, Belleville Commercial Club.

ment offices is located near the center of the city and is one of the most beautiful of its kind.

The city fire department is very efficient and renders remarkable service for its size.

The water supply of the city is brought from the Father of Waters, and is inexhaustible and of excellent quality, passing through one of the best filtering systems in the world.

Belleville is surrounded by some of the most fertile and richest farm lands in the state, which are adapted to any form of advanced agriculture.

Belleville is the center of the largest bituminous coal field in the United States, and the center of great shale deposits from which the finest of fire clay, bricks, tile and cement can be made. Fuel is cheap and there is an unlimited supply of it; the same can be said of the water. Factory sites to suit any investor and track facilities without number.



St. Peter's Cathedral

Residences

Belleville, Ill.,

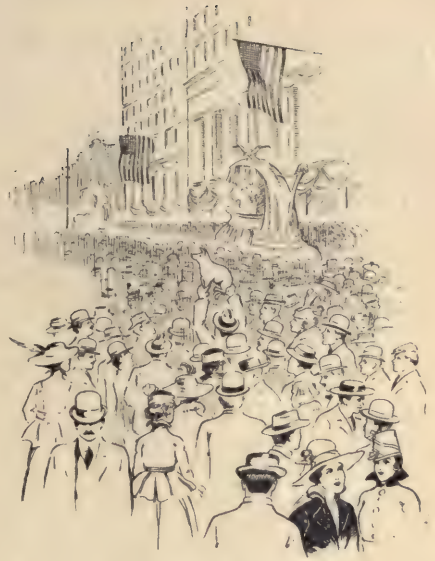




"IT WAS CERTAINLY A CROWD I WAS IN THAT NIGHT AT THE MARDI GRAS"

Passenger Traffic Department

Little Talks with the Rambler
Service Notes of Interest.



When the Humane Instinct Prevailed

A SHORT time ago business conditions found me in a position where I was wanted in New York and at New Orleans at about the same time. The short interval between dates at the two cities was such, however, that I found it possible to combine business with a little healthful relaxation that I needed, by first going to New York and then taking one of the large modern steamships that do a regular passenger business between New York and the Crescent City. In other words, on reaching home again I had taken one of our several rail-water circle tours. The voyage of five days between the two ports was most delightfully restful to me, for I not only love the water, but steamship travel I have found to be ideal to my way of thinking. By it, for one thing, one is so circumstanced on shipboard that he cannot be tiresomely active, but at the same time is amid surroundings admitting of just enough freedom of action to be agreeable and to admit of invigorating exercise. I had slightly known the captain of the steamship before making the trip, and on that occasion our acquaintance quickly ripened into a genial friendliness that bids fair to become a permanent asset with each of us. We were together as much as his duties permitted, and before landing I became somewhat saturated

with a certain kind of superficial sea lore. We occasionally talked; however, on other things than matters aquatic, and at one time I asked him who the worthy was that his ship was named after. "O," he laughingly replied, "primarily one of the ancient gods; but brought down to date, one of the Kings of the carnival season at New Orleans." Then he explained more fully as to the mythology of the gentleman and that one of the famous carnival societies of New Orleans bore its name. From this we naturally drifted into conversation relative to the Mardi Gras at New Orleans, on which topic I found the captain so particularly well versed in apparently all the phases of the subject that I had my suspicions that he was undoubtedly a member of some one of the secret organizations that work so assiduously the year through to produce the pageants that are such attractive features on the streets of New Orleans during the so-called carnival season. It so happened that I had never seen the Mardi Gras and so plied him with questions concerning it, all of which he seemed to take a delight in answering in a vein that excited my enthusiasm. Business conditions with me were such that I could not foresee being able, much to my regret, to make the Mardi Gras even this year. So, born

perhaps of an unconscious pique growing out of my disappointment, I carelessly made a remark to the effect that after all, I supposed the grandeur, or the impressiveness, of these pageants was more or less of a myth. I admitted, of course, at least in my mind, that they were taken seriously enough, but the underlying thought was whether they really succeeded in being as beautifully impressive as one would be lead to suppose by the newspapers and other publicity exponents. The captain was too courteous to use the proverbial language of the sea in showing me where I was wrong, but he earnestly proceeded to convince me of my error. "Of course," he said, "on Mardi Gras day there is general masking and merry-making on the streets in which human nature will assert itself. The idea of fun with some, when given free rein, is to lapse into the extremely grotesque, and in some cases to be even coarse. All that, however, is but an aside. Let me read you the proclamation of Rex, King of the Carnival, that is issued every year," and he stepped into his cabin and brought out a copy of that document. "Of course," he continued, "it is a mock assumption of royalty and supremacy. Supremacy because, you know, he is given the keys of the city the day before the Mardi Gras, and his reign is supposed to be supreme from thence on to the close of the festivities. It is true also that the King is one of our citizens, unknown as to identity until the unmasking at the grand ball on Mardi Gras night. Also that he is represented by a substitute on the landing of the day before. Still, for the time being, a certain spirit prevades both the actors and the populace that to a degree makes it all seem real. The spirit is of a nature that begets a feeling of dignity and poetic beauty in connection with the various displays and ceremonies. This proclamation here I think epitomizes the thought I am trying to convey." He then read the proclamation, which ran as follows:

PROCLAMATION

By the King of the Carnival

Edict (year)

GREETING

The Lord High Chamberlain of His

Majesty's Household announces that the King will pay his annual visit to His beloved Capital City of New Orleans on the great fete day of Mardi Gras, the .. day of .., .. A hearty welcome is extended to all loyal subjects to participate with his Royal household in the fullness of this Season of Joy. The festivities and pageants arranged for his Majesty's reception will surpass in joyousness and splendor the most brilliant attainments of his glorious past. It is ordained that good weather shall prevail, and the City of Flowers in its festive array promises abundant pleasure to all within her gates.

By the King Himself,
REX.

Carnival Palace, New Orleans.

ATTEST:

BATHURST, Lord High Chamberlain.

"Yes," I said, when he had finished reading, "I rather fall into the spirit of that myself. It seems to appeal to something that is in most everyone's nature; which 'something,'" I added reflectively, "might possibly be likened to a mental quality that encompasses dreams and high aspirations in some and prompts the 'putting up a front' in others." The captain laughed as he remarked that he was not sure that he followed my comparison, but was sure that all classes of people that saw the Mardi Gras generally found themselves in a spirit of reception, and at least for the moment were wont to look upon what they saw as being what it stood for, or represented. "Tell me about it," I said, as stretching back in my steamer chair, I too placed myself in a receptive mood for the narration, as, with half closed eyes, I incidentally watched the movement of the gulls circling the masthead. "Well," was the reply, "it would be rather difficult to put in words what really must be seen to be appreciated. In a broad way, however, one must first know that the culmination of the street pageants is the work of at least fully a year, and that it all costs a mint of money. No expense is spared to make the floats in such perfection as the art of the builders and decorators of such specialties can achieve.

The societies that produce the pageants and otherwise contribute to our city's mid-winter festivities, vary slightly from year to year, in number and in detail of purpose. Of them, those that during the so-called carnival season (which generally begins about January 1st), are instrumental in the giving of balls and tableaux are about sixteen in number. But four of them, however, Momus, Rex, Proteus and Comus, give street pageants, and consequently they are the best generally known. Momus generally antedates by a few days the parades known particularly in connection with the Mardi Gras. Of the latter it may be said that they begin with the arrival of Rex at his 'beloved Capital City.' This last occurs on Monday, the day before the Mardi Gras, and His Majesty comes, as it is generally stated, from down the river on his 'royal yacht, escorted by the royal flotilla.' To be sure, it does not necessarily follow that his entry into his so-called 'royal domain' is made by the water route, but it has become customary, and my ship, when it happened to be due at the right time, has in times past formed a part of his flotilla. The parade on that day in such connection is in the forenoon, and consists chiefly of the triumphal progress of Rex, with floats and military procession, to the City Hall to receive the keys to the City. On receipt of the latter his alleged rule is absolute, and his 'royal standard of purple, green and gold' waves over the city in token of his sovereignty. It should be understood that the pageants that follow consist of tableau-floats of great elaborateness, and that a given procession represents in its floats some story, or stories, of more or less renown, or an event of a more or less romantic nature. In these tableaux dignity, grace, beauty and sentiment are supposed to be depicted; and it is in this connection that the real spirit of the Mardi Gras is made manifest. In the evening of the day of the arrival of Rex, the first of three impressive displays occurs, that of the pageant of the Krewe of Proteus, followed by a Proteus ball. On Tuesday forenoon, Mardi Gras day, is the grand parade of Rex in float tableaux, and in

the evening the parade of the Mystick Krewe of Comus, after which is the Grand Comus ball. On that evening is also the Rex reception and ball, in honor of Rex and his queen; the latter's jewels worn on this occasion, having been on public exhibition for days before. After their reception is over and the Rex ball is fairly under way, their Majesties proceed to the Comus ball, which is the elite affair of the carnival. At that function there are first spectacular groupings of the costumed maskers from off the floats of the street parade, after which, led by the King and Queen, the figures of the old-time Southern Lancers are danced, at the conclusion of which masks and costumes are dispensed with and the general dancing begins. All three of the balls mentioned are elite affairs, exacting full dress, and can only be attended by invitation."

As the captain thus roughly sketched what Mardi Gras means, I frequently interrupted him with questions, and such was my curiosity, and so many were my interruptions that he laughingly protested that I should see the carnival to realize fully what it was. "I think," he remarked, "you would be as interested in it as was one of your men whom I have the pleasure of knowing, among many others of your people. I refer to the Rambler," he added, seeing my look of inquiry. "O, yes," he continued, "I have known him for years. He's quite a character, but just the same a good friend of mine. I remember," he said, laughingly, "one occasion when he had an unexpected time at the Mardi Gras," and on my questioning look he told me this little incident. "As you probably know, the streets of our city are not as wide as are those of some of your modern western cities. Hence, as the Mardi Gras parade passes through them they become densely packed; although for that matter, there are enough people from all over the country who visit us at that time to pack any city of our size, even with wider streets. The congested point with us, however, is when the parade passes through Canal street, our main artery. Even with the added width of the once so-called 'neutral ground' in

that thoroughfare, giving a total width to the street that would compare favorably with any street in the country, it is certainly a sight worth seeing to note the mass of humanity packed into every available inch of its space as the floats pass up one side and down the other. Well," he interrupted himself, "I am forgetting my story about the Rambler. In brief, he on one Mardi Gras evening was jammed in that great crowd watching the passing parade. He had standing room some dozen or more rows back from the front line; but he was philosophical about it, and, by craning his neck was taking in over the heads of the crowd in front of him, with keen interest all that passed. I forget the subject that parade represented, but I think it was called 'Songs of Long Ago,' various of the old classics of song being represented by allegorical floats. So absorbed was the Rambler that in common with most of the good natured crowd, he did not mind small waves of jostling and crowding that occurred every now and then. When, however, one of a particularly intense nature reached him, in defense of his equilibrium his attention was necessarily diverted from the passing parade. Unusual exclamations and cries from those about him caused him instinctively to look about to learn the cause, and he discovered that it seemed to be something on the ground that was attracting attention. Twisting about as well as he was able, he got sight of a stray terrier dog that was being laughingly and semi-good-humoredly pushed and kicked along under the feet of the crowd. The dog, which had evidently started into the crowd at its outer edge and became hemmed in, was now somewhat wild with excitement as to which way to turn to get out of his trouble. Perhaps unintentionally, but nevertheless truly, the dog was receiving rough usage, and naturally had reached a state of utter bewilderment. Turn which way he would, there was a forest of feet and legs. He added to the confusion he made by wailing and yelping. But his yelping appealed to the Rambler, so that the latter worked himself around in the jam to

take in the situation. Although he got a glimpse now and then of the little fellow, the dog was out of reach and his ultimate finish could be seen at a glance. To have him trampled to death was something the Rambler could not stand. So with a desperate twist and turn, resulting in a rough jostling of those about him, he made for the dog, and in a final stoop that threatened to throw the Rambler himself off his feet, he finally reached the canine and picked him up. Those in the immediate vicinity somewhat resented the extra jamming they had received by the Rambler's act, and began in turn to jostle him; but they addressed their remarks particularly to the dog, and some of those that were near enough tried to throw it out of the Rambler's hands. The Rambler's ire was up, however, and it became the chief object of his life for the moment to rescue that animal from further insults and calamity. A few in the crowd nearest him seemed equally determined to have what they called fun by dispossessing him of the creature. Hence, for a few moments the jostling, snatching and crowding around my friend was decidedly intense. But finally the Rambler relieved the strain by working his arms up over his head, at which, as the dog hung in his hands, yelping and squirming over the heads of the crowd, a shout of laughter and cries of encouragement went up; for in that moment the majority was in sympathy with the Rambler. That, however, was but the beginning of the rescue, for clearly the dog could not be held at arms' length in that way indefinitely. Hence a desperate effort was made by the Rambler to reach the front of the line; in which, as far as was possible under such circumstances, he was helped by his sympathizers. Consequently, after a long struggle, he got within two or three persons of the front of the line. But his arms began to give out and the dog was struggling fiercely. So in sheer desperation, and as a last resort, seeing that the dog would drop from his hands in a minute, the Rambler gave it a mighty throw from him over the heads of those in front in the direction of one of the

passing cars. The dog went sailing through the air and upset the dignity of one of the masked characters on the float, who, luckily seeing it coming, dodged as the little terrier whizzed by his head and landed in the intricacies of the ornamental superstructure of the car. I am not sure," said the captain musingly, as he began on the bouillon and crackers that the deck steward had just passed around, "but I think that particular float was labeled 'Listen to the Mocking Bird.' However, the dog disappeared in the structure, but evidently landed safely somewhere inside, for the Rambler told me afterwards that the masked figure who had been obliged to duck, and who evidently was of the same humane instinct as the Rambler himself, looked behind some papier-mache creation that was a part of the superstructure and was evidently satisfied that the dog was all right, as he reached over for a moment as if picking the animal up, and then resumed his pose."

"Do you know," the Captain resumed, "that little incident upset the Rambler for the rest of the evening as far as the parade was concerned. Immediately after disposing of the dog in the manner related, he as quickly as possible edged himself out of the crowd, took a street car and cut off the procession on another less crowded street and watched until he saw that 'Listen to the Mocking Bird' car go by again. When it came opposite him he attracted the attention of the man on the float by waving his hand. The man seemed to understand, and again so far forgot his character in the scene his float represented as to nod his head affirmatively and point quickly to the bottom of the car; from which the Rambler was encouraged to believe that the dog was all right. He was not satisfied, however, and followed that procession by cross cuts until its end, and then hunted up the 'Mocking Bird' car. He went to sleep happy that night, for in a corner of the float, safe from all harm, he found the dog cuddled up asleep and apparently unharmed by his adventure."

As the captain finished, Snap-Shot Bill's question of a little while ago came

to me as to what I thought the Rambler would do should he see a dog run over by an automobile, and I made a mental note to tell Bill this story at the earliest opportunity.

In due course our good ship made the Pass, 110 miles below the Crescent City, passed through the jetties and wound its way up the river to its dock in New Orleans, the voyage having been a pleasant one from start to finish. It was with regret, shortly after, that I found my business in the southern metropolis had come to an end, and I left for home with the determination if possible to return at Mardi Gras time. Of course, I took an early opportunity to see the Rambler and tell him of my pleasant acquaintance with his friend the captain, and incidentally asked him about the dog. He laughed and said, "O, I guess 'Cap' stretched that a bit; but just the same it was certainly a crowd I was in that night at the Mardi Gras. No greater, however, than usual, I understand; and that reminds me," he added thoughtfully, "of a speculation that is constantly coming to my mind, and to which I have as yet found no satisfactory answer. That is, where do crowds come from, any way? Take for instance the Mardi Gras. New Orleans is, of course, a large city in itself, and capable of massing people together on its own account; but possibly at the carnival these are augmented by as many again from outside. This for the reason that strangers pour into that city from all parts of the country at Mardi Gras time; and that reminds me again of a matter I think I have mentioned on a previous occasion. How come those outside people to go to see the Mardi Gras; or, taken more broadly, what is the motive that causes the tourist to go in any given direction? Eliminating the first answer that would naturally come to mind, that they go to see, learn or be amused, the question remains through what agency would they learn that they could be instructed and amused at a given place? Was it by association through friends who had gone before, by newspaper description, or by Chamber of Commerce or railroad ad-

vertising? In other words, to get down to personal interests, how many of the people from the outside who go to the Mardi Gras, Florida, or other resorts which we advertise heavily, go as a result of that advertising? It is morally cer-

tain that many do, but if we could only know definitely how many." He shook his head in apparent deep thought for a moment and then aroused himself and said, "Well, so long for now. I am particularly busy with my correspondence."

Service Notes of Interest

THE RAILWAY AGE GAZETTE, in a lengthy article analyzes the Accident Bulletin for 1915 of the Interstate Commerce Commission, from which article the following brief parts are taken:

"The accident record of the railways for 1915 is in most respects the best ever reported, even when allowance is made for the reduced chances for accident resulting from the decrease in traffic."

It then shows that excluding trespassers, the total number of fatalities in connection with railway operation was less than for any year since 1900, and 27 per cent less than in 1914, while the number of passengers carried one mile in 1915 was approximately 106 per. cent greater and the number of tons of freight hauled one mile was about 92 per cent greater than in 1900.

"The total number," it says, "of passengers killed, 222, out of approximately one billion carried, was less than for any other year since 1898, when only 798,000,000 were carried; and the total injured was less than for any other year since 1906."

On the subject of operation the Gazette observes: "Railroad conditions are most truly reflected by the number of casualties resulting from train operation, which excludes industrial accidents." It then goes on to say that the total for 1915 as compared with 1914, was a decrease of 20 per cent, and less than for any other year in the last decade, except 1909, when the volume of business handled was less than in 1915. Also that the number of persons killed in accidents connected with train operation was 16.8 per cent less than in 1914, and was less than for any other year since 1901. The number injured was 20.9 per cent less than in 1914, and was less than for any other year since 1910.

Of train accidents it quotes the record as showing for 1915 as compared with 1914, a decrease of 23 per cent, which "was less than for any other year in the last ten years, with the possible exception of 1909." Under the three broad heads of collisions, derailments and miscellaneous, of which there was a decrease of 32 per cent in collisions, of 20 per cent in derailments, and 3.4 per cent miscellaneous, it had the following to say: "The number of collisions was the smallest in 10 years, and the number of collisions and derailments com-

bined was the smallest, excepting in 1909, since 1903, while the number of persons killed and injured in collisions and derailments was the smallest reported by the Commission since 1902. The total number of persons killed in the 11,542 train accidents was 410, or 34 per cent less than in 1914, and the number injured, 8,362, was 32 per cent less. The number of passengers killed in train accidents was 89, as compared with 85 in 1914, and with that exception was less than for any other year since 1899, although the number of passengers carried one mile in 1914 was 146 per cent greater than that of 1899. The total for the two years combined is hardly greater than the average for the last 10 years, which was 164."

Mr. Carlton B. Courtright, ticket agent of the Erie Railroad, at Plains, Pa., writes in the "Information Circular" of his road as follows under the caption "If They Were You." While it is presumed that conditions as suggested in this article by Mr. Courtright do not exist at any of the stations of the Illinois Central, a perusal will possibly help to avoid lapses of the kind at any time in the future.

"If we were passengers, Mr. Ticket Agent, would we appreciate the angry look and manner of the ticket agent when we purchased our tickets? Would the carefulness and efficiency of the railroad company be considered at all good by us if we noticed the waiting room, the stove, the office, and the advertising, dusty and dirty. Should papers be scattered in helter skelter fashion in the office or notices posted any old way, in the waiting room? Would we be pleased if we had to wait three or four days when in a hurry for the local ticket agent to answer our letter for information, or hold the 'phone fifteen minutes for the agent to give us the information we desired?

"Let us all remember that passengers in judging the service of a railroad, determine their judgment by the character of the agent.

"We are ambassadors for the company and let us show our worth in being courteous, careful and efficient in everything and thus add greatly to the service and progress of the 'Old Reliable.'"

Visitors to the Panama Canal Zone will make the trip with added interest this winter on account of the National Exposition of Panama, which opened its doors on February 1st. This first Central American Exposition is held to commemorate the discovery of the Pacific Ocean by that sturdy navigator and explorer Don Vasco Nunez de Balboa on September 25, 1513. Another purpose is the strengthening of the bands of friendship and sympathy which bind the republic of Panama to the sister republics of the western world. The exposition grounds lie along the bay shore to the north of the city of Panama and in the direction of old Panama. A number of handsome buildings have been erected and the grounds have been laid out and improved. Spain has built a beautiful edifice; so has Cuba and Venezuela and there are delightful buildings dedicated to the various South American Republics. Many of the exhibits owned by the United States have been sent to Panama in an army transport from the San Francisco Exposition. There are to be special military features by United States troops now stationed on the Isthmus, and a cavalry troop of United States regulars will give frequent exhibitions. Daily flights will be made by aviators and there will be a big Mardi Gras festival, sure to attract a host of visitors. Among the many interesting exhibits will be the showing of Inca and Aztec relics, the flora and fauna of Panama and the industrial and scientific exhibits in the National Museum.

The following letter has been received from Mr. A. A. Sipfle, cashier, the Farmers National Bank of Pekin, Ill., in regard to our midwinter party to New Orleans and the Mardi Gras. This should serve as a reminder to the agents in appropriate territory that if they have not already done so, it is well to get busy on this 1916 vacation party business. The booklets describing it in detail are now out and will be sent on application to any agent who has not already received at least a copy for his general information.

January 22, 1916.

Mr. H. I. Phelps, G. P. A.,
Illinois Central R. R. Co.,
Chicago, Ill.

Dear Sir:—It would give us much pleasure to make the southern trip again next month, but for various reasons find it impossible to do so.

We have made various trips to different parts of our country, but I am candid in saying that we never had a better time nor did we ever meet pleasanter people than we did on last year's personally conducted tour. It was everything that you advertised for it, and more.

I shall be pleased to mention it to my

friends, and you are at liberty to refer to me if you desire.

Yours very truly,
A. A. Sipfle.

AAS:H.

A new train between Memphis and Texas, known as "The Lone Star," was inaugurated on January 16 on Cotton Belt Route—St. Louis Southwestern Ry. Southbound the train leaves Memphis at 9:30 p. m., arriving Texarkana at 6:00 a. m., Dallas 11:25 a. m., Fort Worth 1:00 p. m. Its equipment consists of modern steel sleeper, chair car, coach and baggage car. In addition the train carries between Memphis and Brinkley a coach which is dropped at Brinkley and picked up by regular No. 3 and goes through to Waco. This coach accommodates the passengers for local Arkansas points at which "The Lone Star" will not stop.

"The Lone Star" makes connection at Texarkana with the Kansas City Southern for Beaumont, Lake Charles and points on that line. Also with the Texas & Pacific Railway for points on the Transcontinental Division of the T. & P. At Texarkana it makes connection with the T. & P. and I. & G. N. fast trains for Houston and Galveston. Connection is also made with the M. K. & T. Railway at Dallas with their Texas Special, arriving at Waco at 3:10 p. m., Temple 4:01 p. m., Austin 6:00 p. m., San Antonio 8:30 p. m.

For the year ending December 31, 1915, the Illinois Central Railroad handled 26,019,820 passengers without the loss of a single life in passenger train accidents. This is the third consecutive year that the company has had a clear record in this respect, during which time 81,081,541 passengers have been transported. For the sixty years ending December 31, 1915, the suburban service of the company has operated without the loss of a single life in passenger train accidents. In this branch of its service the road handles 50,000 passengers daily and operates 300 trains.

This remarkable record for safety, together with those of the Burlington and Pennsylvania railroads speaks well for railroad management.

A fact not generally known is that insurance companies pay twice as much when one is injured on a railroad as when one is injured in other ways, showing that insurance companies consider a person safer while riding on railroad trains than otherwise.—Chicago Evening American, January 15, 1916.

C. E. Stone, passenger traffic manager, Great Northern Pacific Steamship Company, San Francisco, Cal., makes the following announcements in regard to a Cruise DeLuxe to Honolulu: "Steamship

Northern Pacific discontinued in Coastwise Service. After February 8th until further notice, leaves San Francisco, February 16th, in Cruise DeLuxe to Honolulu mid-winter carnival via San Pedro, both directions following schedule: San Pedro, 17th; Honolulu, 22nd; leave Honolulu midnight, 26th, Hilo 27th, arrive San Pedro 3rd, San Francisco 4th. Rate double local present tariff, plus \$25 per passenger—minimum \$155—includes maintenance on ship in Honolulu. Only two passengers in any room. All first class. All parlor rooms two fares. Tariffs schedules and folders in preparation."

We are advised that for an indefinite period the exposition grounds of the Panama-Pacific International Exposition at San Francisco, will be kept open to the public; thus giving visitors to San Francisco an opportunity to see the beautiful buildings and gardens which were among the chief attractions of that fair. The Palace of Fine Arts is open daily from 10:00 a. m. to 5:00 p. m. and band concerts are given there every Sunday. General admission 25 cents; children under 12 years, 10 cents.

The Sunshine Special of the St. L., I. M. & S. is now carrying in addition to the all-steel drawing room sleeper between Memphis, Dallas and Fort Worth, an all-steel free reclining chair car of the very latest design between the same points; the demand for chair car service having made it necessary to add this additional car.

When a customer pays for a ticket don't put the money away in your cash drawer until the change, if any is due, has been counted out. This simple procedure will avoid many arguments over the amount of money involved and save many mistakes.—Erie Information Circular.

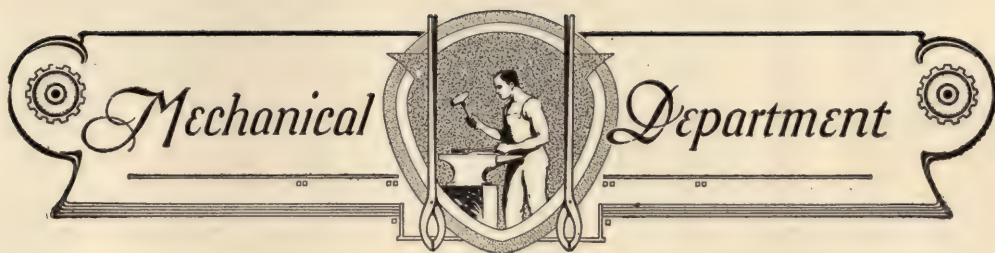
Important changes in train schedules will take place on the Illinois Central and Y. & M. V. on February 20th, details concerning which will be duly announced.

"Papa, what do you call a man who runs an auto?"

"It depends upon how near he comes to hitting me."—Houston Post.



ILLINOIS CENTRAL PASSENGER STATION, BELLEVILLE, ILL.



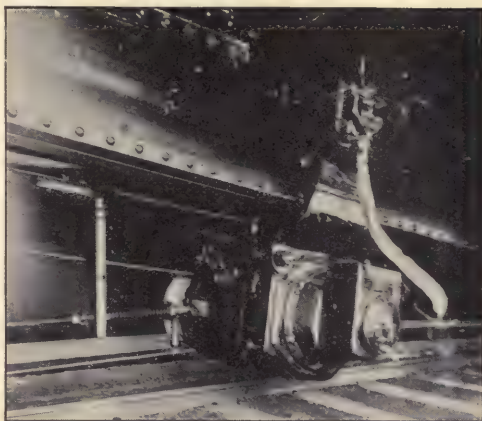
New Body Hung Suspension

By J. D. Younger, Foreman Electrical Department

THE axle type of generator suspension has often been criticised on the ground of being inaccessible and of having too many wearing parts to get loose. This has led to the development of several types of body hung suspensions. The advantage of these equipments is that they reduce the unsprung weight on the trucks as well as reducing the total weight of the suspension. These body hung types have also made the generator more accessible, which is a point that is appreciated by the repair man.

The Illinois Central Railroad have just built an experimental suspension that seems to answer all objections to this type of equipment. Illustration shows this suspension mounted on the fish-belly girders of a new steel coach. By removing the belt, the repair man is able to move about on all sides of the generator.

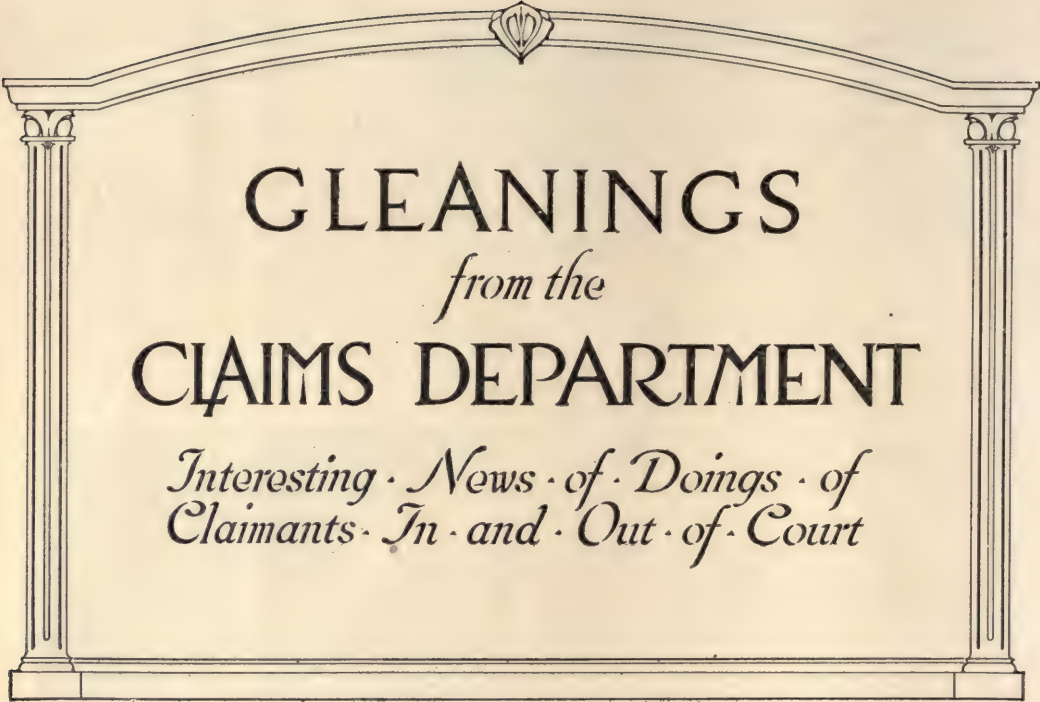
The mechanical details of this suspension are very simple. Hub shown is fastened onto the fish-belly girders and a pipe runs between them, for the shaft to turn in. The $2\frac{1}{4}$ -inch shaft is placed in this pipe so the only point for wear is the shaft in the pipe. To insure that these points are well lubricated at all times, a grease cup is placed on the pipe, surrounding the shaft, so that bearing is greased from this one source. The suspension arms are bolted to the base of the generator and



NEW BODY HUNG SUSPENSION, SHOWING BELT-TIGHTENING SPRING

are keyed to the bearing shaft and secured with cotter pins, making the whole suspension integral and rigid. As the matter of safety, the generator is also fastened to the girders by means of two one-link, 1-inch safety chains that would prevent the generator from falling onto the track if the main suspension should break. A brace is bolted to the fish-belly girders for the tension spring to work against.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

The Rogers Case at Waterloo

THE trial of a \$20,000.00 personal injury law suit against the Illinois Central, which was commenced in the District Court of Blackhawk County, Iowa, at Waterloo, last Monday morning, came to an end on Saturday, when the jury brought in a straight verdict in favor of the railroad.

F. A. Rogers was the name of the man in whose favor the suit was brought, and he was represented by Attorney Mike Harrington and Dr. T. T. Harris, who hail from Nebraska.

Rogers was employed as a baggage-man in November, 1911, and some time during that month (he was not right positive of the date), he claimed that, while transferring mail from one baggage car to the other, at a time when the train was in motion, a cinder, the size of a large English walnut, hit him in the eye and all but put him out of business. He testified that he saw the cinder coming; that it was red hot and that it struck him on the eye ball be-

fore he could close his eye. The speed of the cinder must have been something terrific because he claimed that the blow, and not the heat of the cinder, was what did the damage. The part taken by Dr. T. T. Harris was to show the great damage inflicted by the cinder. It was an undisputed fact that Rogers was blind in the right eye, but how this condition came about was not explained to the satisfaction of the jury. At any rate, the jury did not conclude that the blow of the cinder had put out the eye.

Doctors had seen Rogers a few days after the alleged injury and were unable to find any evidences of an external injury, and so testified at the trial.

This case has been watched with considerable interest on account of the fact that Rogers was well known to many of the employes of the Minnesota and Iowa Divisions. Thinking that there might be some little merit in the

case, the Company offered to compromise with Rogers before the trial, but his demands were prohibitory and it was necessary, in order to satisfy Rogers, that the time of the court and the jury, the lawyers on both sides, and many witnesses, be devoted to the extent of an entire week to a trial of the cause. This is a little bit unusual for Iowa, because that state is not much given to the encouragement of personal injury damage suits which lack merit, and the jury which tried the Rogers case is on record as upholding this policy of the state.

MISSISSIPPI LAW SUITS ENDED

We feel proud over the splendid results obtained in the handling of suits against the Illinois Central and Yazoo & Mississippi Valley Railroads, during the January term of the Circuit Court, which has just adjourned in Madison County, Miss.

A brief synopsis of the various cases, together with results of trials, follows:

Rev. Frazer Scott and his good wife, Mary Ellen, boarded the Y. & M. V. passenger train at Jackson, their destination being Flora. So absorbed were they in conversation that they did not hear the flagman and conductor announce the station, though several other passengers did, and they were carried to Yazoo City, being delayed about three hours in getting to their proper destination. Rev. Scott, who, by the way, is a Holiness preacher, thought he was damaged to the extent of \$1,000.00, while he placed his wife's damage at \$2,000.00. So overwhelming was our proof that the Company had discharged its obligation, that both suits were dismissed.

Willis Jackson wanted \$308.78, wages which we had previously paid his son, on the grounds that his son was a minor and we had no right to employ him. His son traveled all the way from Memphis to assist his father in extracting the above sum of money from us, but the jury thought that the son was of age and that, too, the Com-

pany had paid the son every dollar due him, and they would do their part toward stopping this character of litigation.

Grant Robinson, a gentleman of color, imbibed too freely of the fluid which made Milwaukee famous, forgot his color and tied into our night watchman. The doctor brought him around and Grant thought \$6,000.00 would about reimburse him, but Grant changed his mind about the time the case was reached for trial and a clear verdict was given us.

Albert Patterson, colored, non *compus mentis*, accompanied a large force of laborers to Frenier, La., where they were engaged in restoring the tracks after the September storm. Albert, not being a Baptist, objected to going into the water, whereupon he claimed, the foreman persuaded him to do so, and he stepped upon a nail. He wanted \$1,000.00, but the jury thought otherwise and were not long in bringing in a verdict for the Company.

Andrew Davis, of African descent, was employed as a section laborer. In running down the embankment to escape being struck by the fragments of a hand car about to be struck by a freight train, got his feet tangled in some vines and fell to the ground. One of his fellow laborers was so careless as to trample upon his chest, causing injuries which did not disappear until after the jury had reported adversely on his \$2,500.00 suit.

At the present time there is not a single suit pending against either of our companies in Madison Country. This is truly a most remarkable and gratifying condition, when it is recalled that two or three years ago there were from twenty to fifty suits pending there.

DO NOT PAY FOR DOG BITES.

Max Stark, traveling salesman, while walking up the passenger platform at Jackson, Miss., spied a small French poodle and snapped his fingers at it. The dog was not as amiable as Max, at least did not take kindly to our

Hebrew friend's overtures of friendship, and fastened his teeth in Max's thumb. The effect was a slight scratch, but Max believed in "Safety First" and remained in Jackson, taking the Pasteur treatment.

When his recovery was assured, he visited our local claim agent and stated that he expected to hold the Company for all expenses, mental anguish, suffering and loss of time. When asked what his salary was, he mentioned a figure which caused the claim agent to immediately get into touch with the firm whose wares Max was offering, in an endeavor to secure a similar position.

The Company did not feel that they should be made to pay for the dog's dislike for Max and were forced to politely decline his claim.

A BETTER FEELING TOWARDS THE RAILROADS

The compromise of the claim of Mrs. Deason, whose husband was killed in the early fall in Clarksdale, shows that the railroad will always make what reparation in case of an accident that is possible.

Mr. Deason was comparatively a young man and leaves a wife and two children. He was a younger brother to Messrs. O. L. Deason, of Yazoo county and John Deason, of near Belzoni. The Deason brothers were reared in the eastern part of the county and have always been among Yazoo county's foremost citizens.—Yazoo City (Miss.) Herald, January 7, 1916.

COURT COSTS IN FAKE SUITS.

On March 21, 1913, the engine and a baggage car of Y. & M. V. train No. 114, running about 15 miles an hour, were derailed near Farrell, Miss. The coaches in which the passengers were riding were not derailed and no complaint of injury was made by any passenger on the train, although a diligent inquiry was made of all, the train remaining at the place for several hours before the derailed cars were gotten back on the track. The following

month three suits were filed in the circuit court, first district of Coahoma County, Miss., by Earnest Gaston, Lizzie French and Sarah Walls. In the first suit \$12,500, and in each of the others \$8,000 was demanded as damages for personal injuries claimed to have been sustained by these persons in the derailment referred to, it being alleged they were thrown from their seats against the side of the car and adjoining seats with such force and violence as to cause serious injuries, Gaston claiming to have sustained a fractured rib and other injuries of a permanent nature. It was also alleged that immediately following the accident these three repaired to a nearby house where they remained several hours until the train proceeded on its journey, during all of which time they suffered excruciating pain and were given no attention.

It developed that these people were negroes and that Gaston was a brother of the two women. Gaston's case was tried in April, 1914, when it was proven by the negro man and his wife, at whose house they stayed, that they made no complaint of injury while there. Other witnesses were produced, both white and black, who were passengers on the train, and stated that they heard no complaint of personal injury from any of the passengers. A doctor did testify to having discovered serious injuries but the jury evidently believed the case was a fake and promptly returned a verdict for the railroad company, whereupon, the suits brought by the women were dismissed. They were, however, refiled at a later term of court and, after being continued from time to time, the Sarah Walls case was reached for trial during the first week of January. That also resulted in a verdict for the railroad. However, this did not discourage Lizzie French and her attorney, who insisted upon a trial which was had during the second week of the term and the jury found for the company.

The important feature stressed by the institution and prosecution of these

suits is that the county and the railroad were subjected to a large expense in the trial of these cases, each trial consuming nearly two days. Upon inquiry it is found that the clerk's costs aggregated about \$165 and the sheriff's about \$110, or a total expense to the county of \$275. The railroad company also expended several hundred dollars in witness fees, to say nothing of the time of its employes.

There are sound and sufficient reasons with which all are acquainted, why a citizen who is without means, should not be denied recourse to the courts because he is without funds to advance the costs and there are also reasons why a cost bond should not be required in all cases, but in view of the numerous instances where outrageous advantage is taken of the pauper's oath, it does seem that some means should be devised to discourage suits of this nature. Too often their inspiration is with the attorney who takes the case on a contingent fee and who has everything to gain and nothing to lose. In such cases he is a more or less equal partner with the plaintiff in any recovery which may be secured and if he were required to be personally responsible for the costs or furnish a bond, it is a safe prediction that there would be a tremendous decrease in this character of litigation. Court costs are never so heavy that an attorney who has an abiding faith in the justice of his client's suit, need complain of the risk in becoming responsible for the costs when he is sure the proceeds, if any, will be far in excess of the cash fee for which he would gladly perform the same amount of work.

NOT GUILTY.

There had been a railway collision near a country town in a southern state, and a shrewd lawyer had hurried from his office to the scene of the disaster. He noticed an old colored man with a badly injured head, and hurried up to him where he lay moaning on the ground.

"How about damages?" began the lawyer.

"G'way, boss, g'way," he said. "I never hit de train. I never done sich a thing in all mah life, so help me Gawd! Yo' can't git no damages outen me."—Chicago Herald.

TELL ME THE OLD, OLD STORY.

In one of the cities of Illinois, not many miles from Chicago, lived a good and respectable citizen. He was a man admired by all who knew him, his friends were in number equal to his acquaintances. One day in February, while walking across a public crossing he was struck by a locomotive that was backing up, run over and killed.

At a convenient season thereafter the Claim Agent in charge of the case addressed a communication to the family suggesting an interview with them or such members thereof as they might designate, with the view of initiating a frank and unrestricted discussion of the facts for the purpose of reaching an equitable compromise.

At the time of the death of this esteemed man, an inquest was held, and among those who attended was a certain lawyer who presumed to act for the family of the deceased. This in and of itself is ever significant and a signal whose purport is not altogether favorable.

At the meeting of the representative of the family and the Claim Agent shortly afterwards, it was explained that the attorney in question had merely appeared as the friend of the family, had nothing whatsoever to do with the matters at hand, and that in no event was he to act unless the family were unable to satisfactorily adjust matters in question with the railway. In this case it may be well to say that the representative of the family was a well balanced, clear cut, conservative farmer, a son of the deceased, and man of affairs. There was some three or four interviews between him and the Claim Agent before terms were agreed upon. In the meantime the Claim

Agent had received some two or three letters from the lawyer, but in each and every instance was advised that he was not acting as attorney for the claimant or the family. Finally one day the Claim Agent suggested to the Administrator that he had better ascertain just what his status was with Mr. Lawyer and learn if they both understood the matter precisely alike, because in some cases where you see things differently a little later on, you fail to recognize some of the things you once had in mind, and you at once become cognizant that you do not own as much as you formerly did, and that your temper has been entirely shattered, you do well to refrain from committing a breach of the peace.

Anyway settlement was made with the representative of the family and the voucher went forward. In a few days the Claim Agent received the following letter from the family representative:

Dear Mr.

I received the voucher you sent me and thank you very kindly, but Mr. Lawyer is claiming that he has collected this money for us and is asking \$500 for his services. Now Mr. you know as well as I do that this is an unjust claim. I admit that I talked to him a good deal about this but with the understanding that I'd employ him providing we could not reach an agreement, but I never doubted but what you and I could get together and I always felt that you were a man of honor and were willing to do what was right and it was a pleasure to deal with you, and you know I always told you I wanted to make a peaceful settlement and save expenses. I wish that you would help me in this matter as I believe you are a man that believes in seeing every man get justice. I am very sorry to bother you about this matter but will feel ever grateful to you if you would do me the favor. Thanking you in advance, I remain,

Yours very truly,

.....

It was such imposters as this that Paul had in mind when he said:

"Having the form of Godliness, but denying the power thereof, from such turn away."

TOLL OF TRESPASSING.

"In spite of all the laws that have been enacted and the vigilance of railroad employes, 10,785 trespassers on railroad tracks suffered injuries, of whom 4,746, or 44 per cent were killed. In New York state, where tracks are well fenced and guarded, 832 accidents occurred, of which 361 were fatal," says the *New York Commercial*. "Of these 352 occurred in cities, 261 in towns and villages and 219 in country districts; and most of those killed and injured were trespassing in freight yards under suspicious circumstances. One-third of those killed or hurt in the United States were reported as of unknown occupation, and the residence of one-fifth of them was unknown. Thirty-six per cent were stealing rides on trains when hurt. Nine per cent were children under 15 years of age.

"Trespassing on railroad property cannot be suppressed by putting laws on the statute books. The public must co-operate with the police and the railroad employes, and judges and magistrates must punish all offenders who appear before them. Trespass consisting of walking across the right of way would be a trifling offense were it not so often the cause of death or serious injury. The railroads are not asking too much when they appeal for stringent laws and enforcement of them. Several states have no laws forbidding trespass on railroad property, and the people seem to think that they have a right to use the tracks as common thoroughfares, arguing that walking on the tracks does not hurt the railroads. A sober man with good ears may be fairly safe, but how about intoxicated men and children? The railroads are now trying to get congress to pass a trespass law that will apply to the property of interstate railroads, and it

will be opposed by members of western states which have refused to pass trespass laws.

"Popular opposition to such laws is part of the general disregard for human life so prevalent in the United States. Joy riding in automobiles is part of it. The tramp taking chances on a railroad track or on the bumpers of a car is neither better nor worse than the more prosperous but not less reckless driver of an automobile running forty miles an hour on a common road, 'for the Colonel's lady and Judy O'Grady are sisters under their skins,' which is true of men as well as of women."—Dubuque (Ia.) *Times Journal*.

FALLS WHILE CHASING HOGS AND SUES RAILROAD.

An interesting case where an effort was made to collect damages through a law suit against the company in one of the courts in Mississippi, for an injury sustained by the plaintiff on account of falling over a piece of pipe while chasing hogs in a lot, was recently disclosed. The names of plaintiff, attorney and place of accident are omitted. The suit was filed in September, 1915, and the petition stated that the plaintiff was standing at the intersection of a street crossing in the city of "C", waiting for a switch engine to pass, and while the engine was passing the crossing some one employed thereon threw off a lump of coal weighing several pounds, which knocked the plaintiff down and he had to be carted away in a wagon and has remained disabled ever since, on which account \$5,000 actual and \$5,000 punitive damages were asked.

A most diligent inquiry was made without locating anyone who knew about the occurrence, but the attorneys for the plaintiff did furnish an unsigned statement, supposed to have been made by him, of the facts as alleged in the declaration and also a negro witness to the accident, which witness it was claimed, hauled the plaintiff away from the scene of the accident in his wagon.

After several months the plaintiff, through a relative, was induced to state

all the circumstances and an affidavit was taken from him reading, in part, as follows:

"I now desire to make a frank and full statement of how I received the injury which is referred to in the suit. I was not injured on the date stated in the declaration by a lump of coal falling from a switch engine and have never been so injured. I did receive an injury to my left leg about that time in a horse lot in "V", Miss., while chasing a hog, on account of falling over a pump pipe sticking out of the ground. The injury caused my leg to bleed quite freely. Some negro, (I do not know his name) saw me fall. This negro was helping me chase the hog. Dr. "P" of V treated my leg for that injury. I also had my sister wrap it up with a cloth and apply some kind of medicine. The injury disabled me and I was unable to work for a couple of months. Some two or three days after the injury I went to C, getting off at the depot I walked down the track to a highway crossing. A switch engine came up behind me and went by and when it passed, what I took to be some gravel thrown up by the wheels of the engine, struck my leg which I had injured at "V." This did not injure me any except that it made my leg hurt because of the previous injury. I came to "C" to see my sister and was on crutches. After leaving the railroad and while walking up town, I met some white man who stopped me and asked me what my trouble was and I told him about my injury at "V" and also about the gravel striking me a few moments before while walking along the railroad track. My leg was bleeding some at the time. He talked to me about it and asked me to go up to his office, which I did and I then found that he was a lawyer. He stated he could file a suit against the railroad and get fifteen or twenty thousand dollars out of it. I told him I did not have any witnesses. He said that did not make any difference, that he would file a suit and furnish witnesses and it would not cost me a cent; that he would handle it for what he could get. He told me not to say anything to anybody about getting hurt

Belleville Ill.



Residences

at "V" and to say that my injury was due to what occurred on the railroad. I agreed to let him go ahead with it. I went to my sister's and staid all night and the next day the lawyer came there to see me and told me to go to a certain doctor and have him treat my leg and he told me to tell the doctor that I was hurt by the piece of coal which fell off of the switch engine. I told the doctor that and he treated me two or three times. I staid at "C" about a week and then went back home. I saw the attorney about every day I was at "C." There was no one at all with me when I walked down the track from the depot and when the gravel struck me as the switch engine went by. I do not know any one by the name of the negro the lawyer said was a witness to the accident neither is there a word of truth in the story that the negro or anyone else helped me home in a wagon. My leg was not hurt on the railroad but was hurt at "V" as I have already stated and I now do not want any suit brought against the company and if any has been brought I want it dismissed as the railroad did not hurt me and does not owe me anything. What I have said herein is the truth. This affidavit was taken down and read to me and I have signed it as a true statement of the facts connected with my case."

Presumably the information that this affidavit had been made leaked out as before the case was tried a non-suit was taken. If, at times, people who present meritorious claims or file meritorious suits, are looked upon with suspicion, it is because so many claims and suits are filed, the investigation of which develops situations much like the one disclosed by the foregoing affidavit. Verily, eternal vigilance is necessary to guard the Company's treasury against attempted raids of this character.

CALLICUT ARRESTED DIS-GUISED AS WOMAN.

George A. Callicut, formerly a railroad brakeman, who last summer in the circuit court was awarded an \$18,000 judgment against the Rock Island on account of an injury which resulted in alleged paralysis, was arrested this fore-

noon while disguised as a woman, carrying in coal at his home, 1311 Sacramento street, says the St. Joseph (Mo.) News-Press.

The charge against him is perjury. It is alleged that he testified falsely in the trial of the case which resulted in the judgment.

Warrants charging subornation of perjury were issued for Dr. M. J. Farber, Callicut's physician; Harry Callicut, brother of George, a witness, Goldman & Liberman, his attorneys, and Thomas Hicks, student in the attorneys' office.

Other Arrest to Follow?

At the sheriff's office today it was said that this was the first of a series of arrests to be made in cases growing out of alleged fake judgments against railroads. It was said that an organized gang has been at work "staging" spurious damage suits, and that railroads running into St. Joseph have been mulcted to the extent of \$50,000 in this way in the last two years.

While the Callicut case was on trial in Judge Allen's division of the circuit court last summer, the plaintiff (Callicut) from day to day was wheeled in and out of the courtroom on an invalid's chair, on which he lay stretched at full length, covered with blankets. It was alleged that he was totally and permanently paralyzed from the waist down.

Several Physician's Testified

Several leading physicians called as witnesses both by the railroad company and the plaintiff, testified that they had applied to Callicut all the tests for paralysis, and that these indicated he had no use of his legs, and that nerves of that part of the body below the waist apparently were dead, having no sensation. The tests included application of electric batteries. Pins, needles and other sharp instruments thrust into his feet and legs elicited no response. The "reflexes" at the knee were absent.

At the same time there was some testimony that this condition can be produced artificially through injection of a "Russian drug called spinal anaesthesia."

At midnight last night, as previously arranged by Sheriff Jones, they entered a house (1313 Sacramento) just across



Elks House

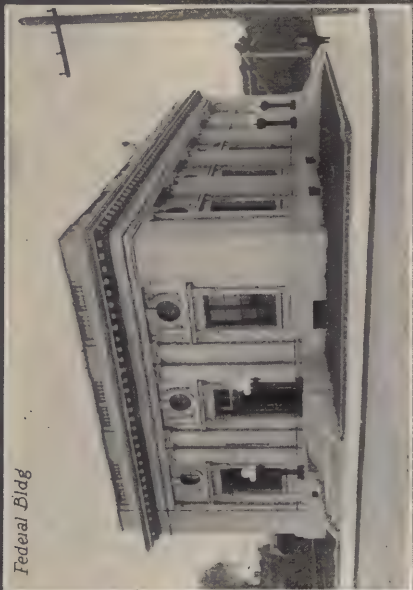


City Hall



Carnegie Library

Public Buildings, Belleville, Ill.



Federal Bldg



Interior, Federal Bldg.

the alley from the Callicut home, and there spent the night watching. The Callicut house had been under surveillance for two months, and the officers say that once every day Callicut would emerge, garbed as a woman, and take exercise in the yard, usually carrying in coal, hanging out clothes, or cleaning snow off the walks.

A few seconds after 10:30 o'clock this forenoon the lookout at the front window of No. 1313 signaled that Callicut had appeared at the rear door of his house. Instantly Moore, Johnson, Fagan and Graham dashed out of the rear door of No. 1313. From this point they were unable to see Callicut, as the coal shed was between them.

To reach him they had to vault two alley fences, and by the time the first man was in the Callicut yard, Callicut spied them. He dropped his coalhod and ran, they say. The long skirts, however, interfered with the freedom of his movements, and he was overhauled before he had taken a dozen steps. Then ensued a desperate struggle.

Desperate Struggle Reported

As Moore and Fagan threw their arms about him, he twisted about and tried to pull away, and, failing in this, struck at them, the officers say.

By this time all four men had hold of him. They threw him to the ground, where he continued to struggle desperately, but in silence.

At the county jail a few minutes later Callicut was photographed in his disguise, the intention being to use the picture in the trial of the perjury case against him.

He wore a brown sweater coat, a white and pink flowered kimona, low slippers and over his head a brown shawl. On his face was a week's growth of beard, but while in the yard, before the arrest, his face was practically concealed by the shawl. He is of medium size and in the disguise would readily pass as a woman.

Surrender to Sheriff

Doctor Farber, Harry Callicut, Goldman, Liberman and Hicks surrendered to the sheriff at 2 o'clock this afternoon, and all were arraigned in Justice Wilson's court, where C. F. Strop appeared

as counsel for Farber, Goldman and Liberman. All asked for preliminaries, which were set for January 21. George Callicut will be arraigned later in the day. His bond was placed at \$5,000.

Bonds in the other cases, on recommendation of the prosecuting attorney, were placed at the following sums:

Doctor Farber, \$2,000; Harry Callicut, \$6,000; Joseph Goldman, \$2,000; B. L. Liberman, \$2,000; and Thomas Hicks, \$3,000. There are two cases against Harry Callicut, one charging prejury and the other subornation of prejury.

In explaining the difference in the amount of the bonds, Prosecuting Attorney McDaniel said: "Some people have more inducement to stay here than others have."

C. F. Strop and Abe Leibowitz are sureties on Doctor Farber's bond; Strop alone is on the Goldman and Liberman bonds, and Benjamin Goldman, father of Joseph, signed the remaining three bonds.

Rock Island Detectives at Work

A force of Rock Island operatives, headed by H. H. Germain of Chicago, superintendent of the railroad's special service, has been in St. Joseph for the last two weeks working up the Callicut case, and their movements were attended by the greatest secrecy. Within the last several days they called to their assistance Sheriff Jones and his deputies.

Early yesterday evening the sheriff went to the home of C. L. Green, 1313 Sacramento street, just across the alley from the Callicut home, and arranged for the force of five men to "take possession" last night.

"I told Green that I suspected the shack across the street was a 'fence' for stolen goods and that my men wanted to use his house while they watched the 'fence.' Green was agreeable to this, and he and his family moved upstairs and gave my men full swing in the downstairs portion."

Callicut has been confined to his house for a year. According to information at the office of the prosecuting attorney, he wore a nightgown while in the house. His family consists of a wife and son,

nine years old. The wife did not testify at the trial of the damage suit.

He Sued for \$50,000

Callicut sued for \$50,000 damages, alleging that he was injured at Eighth and Hickory streets, December 28, 1914, when a handhold on a Rock Island box car broke under his weight and he fell. The iron handhold was introduced in evidence at the trial.

Two Burlington switchmen, walking home from work the night of December 28, found Callicut lying beside the tracks, apparently helpless and suffering great pain. They called an ambulance and he was taken to his home.

He employed Goldman & Lieberman as his attorneys and they filed the suit against the Rock Island.

The case of George Callicut against the Rock Island was on trial in Judge Allen's division of the circuit court June 20-22, last, in the May term, the jury returning a judgment of \$18,000. Motion for new trial was overruled and the Rock Island appealed to the supreme court where the case is now pending.

GROVER CLEVELAND AS CLAIM AGENT

The mention of the name of this sturdy American seems like a reference to a distinct and distant age, and when we recall that this invincible and determined man was a claim agent, and incidentally President of the United States from 1885 to 1889, and from 1892 to 1896, we have some faint reminiscence of the latter, but fall far short of our appreciation of his masterly service in the former position.

As claim agent, Mr. Cleveland investigated the facts. He was a busy man and it is recorded that many nights as late as 3:00 A. M., Claim Agent Cleveland was found busily pouring over the files of his office, heaped high with complications, asking and demanding wild extortions from him who once said: "A public office is a public trust."

Claim Agent Cleveland had in view a purpose. He desired to protect the treasury from fraud, from circumven-

tion and deceit. For his alert and active enterprise in this matter, he called down upon his head an avalanche of criticism, and he was pointed out as an ungracious monster, ruthless and unsparing. We refer to his handling of the pension claims. The public little knew of what this man encountered, how he was beset by a mass of claims from designing and unworthy persons, how he was deluged by pension attorneys who, in that day, played the counterpart of the modern ambulance shyster. They were then, as now, men of little principle, knavish, cunning and dishonest. In Claim Agent Cleveland they ran against a rock of devastation. He exposed their vandalism to the public gaze and branded their practice as akin to that of Lucifer and Beelzebub of ancient days.

It is the purpose of this article to give a brief review of some of the claims handled by Mr. Cleveland, their kind and character and his disposition of them. We shall be willing to submit his ultimate findings to any fair and sober judgment. We shall withhold the names of the claimants at this time, as it would serve no useful purpose to include them, although we have the names of each and every person referred to.

It will be observed the reasons assigned by Claim Agent Cleveland for rejecting claims made to him for pensions were that the claimant was not injured nor incapacitated while in the military service, nor injured while doing military duty.

These are similar to some of the cases that come to railway claim agents of today, wherein claimants were not injured while on duty, yet claims are presented asking for relief, but let us look at some of the cases that perplexed Claim Agent Cleveland.

E. G. M. was a second assistant engineer in the navy. In 1871 he asked for a pension. He was examined and found not in any manner incapacitated from performing his usual duties. On the 10th day of August, 1873, he was accidentally shot and killed by a neigh-



Baker Stove Works



Stanley Nail Works



Richland Milling Co.



Belleville Gas & Electric Co.

bor who was attempting to shoot an owl. For this the widow made claim for a pension. Mr. Cleveland, on May 3, 1888, wrote as follows:

"As long as there is the least pretense of limiting the bestowal of pensions to disability or death in some way related to the incidents of military and naval service, claims of this description cannot consistently be allowed."

W. B. was a soldier who enlisted in August, 1862. He was taken prisoner and paroled, and during his parole, and while he was at his home in Aurora, Ill., he took part in a 4th of July celebration in 1863 and was terribly injured by the premature discharge of a cannon. He was poor and had a wife and children. He made a claim for a pension. Concerning this case, Mr. Cleveland wrote at some length on July 2, 1886, as follows:

"The case presented is that of a brave soldier injured in any engagement with the enemy, but honorably captured, and by his parole placed in a condition which prevented for the time being his further active military service. He proceeded to his home or to his friends and took his place among non-combatants. Eight months afterwards he joined the citizens of the place of his sojourn and the citizens of every town and hamlet of the loyal states in the usual and creditable celebration of our national holiday. Among the casualties which unfortunately always result from such celebrations, there occurred a premature discharge of a cannon, which the present claimant for a pension was assisting other citizens to discharge and manage. Whether any of those thus engaged with him were injured is not disclosed, but it is certain that the paroled soldier was very badly hurt. I am utterly unable to discover any relation between this accident and the military service, or any reason why, if a pension is granted, as proposed by this bill, there should not also be a pension granted to any of the companions of the claimant who chanced to be injured at the same time."

And then Mr. Cleveland added this very significant paragraph, which has been stamped upon the hearts of all of us time and again:

"A disabled man and a wife and family in need are objects which appeal to the sympathy and charitable feelings of any decent man, but it seems to me that it by no means follows that those intrusted with the people's business and the expenditure of the people's money are justified in so executing the pension laws as that they

shall furnish a means of relief in every case of distress and hardship."

Another remarkable case was that of J. D., who enlisted March 25, 1865. Admitted to a hospital April 3, 1865, with the measles. Removed to city hospital, Indianapolis, May 5, 1865. Returned to duty May 8, 1865. Mustered out May 11, 1865. Of this distinguished service Mr. Cleveland wrote as follows, June 23, 1886:

"This is the military record of this soldier, who remained in the army one month and seventeen days, having entered as a substitute at a time when high bounties were paid. Fifteen years after this brilliant service and this terrific encounter with the measles, and on the 28th day of June, 1880, the claimant discovered that his attack of the measles had some relation to his army enrollment, and that this disease had 'settled in his eyes, also affecting his spinal column.' This claim was rejected, and I have no doubt of the correctness of its determination."

In the case of M. A., widow of R. A., the deceased went to Sparta, Wis., February 7, 1882. He was an old soldier. He called upon a surgeon and the next morning was found beheaded along a railroad track under circumstances indicating suicide. Claim was made by the widow for a pension. Mr. Cleveland wrote June 23, 1886:

"His wife and family present pitiable objects for sympathy, but I am unable to see how they have any claim to a pension."

A brilliant exhibition of some of the claims that perplexed Claim Agent Cleveland is displayed in the following:

J. C., widow of T. C., brought claim for pension wherein the facts showed that he was mustered into service October 26, 1861. He never did a day's service so far as his name appears and the muster-out roll of his company reports him as having deserted at Camp C., November 14, 1861. He visited his family about the 1st of December, 1861, and was found December 30, 1861, drowned in a canal about six miles from his home. Mr. Cleveland, on June 23, 1886, commented thus:

"Those who prosecute claims for pensions have grown very bold when cases of this description are presented for consideration."

A. J. W. was drafted in February, 1865, discharged in September of the same year on account of "chronic nephritis and deafness." He alleged that he contracted rheumatism in 1865, afterwards inflammation of the muscles of the back, then pain of the kidneys. In 1884 he contracted diarrhea, was injured in one testicle and was then ruptured. He thought he possessed sufficient ailment for a large pension and approached Claim Agent Cleveland concerning his claim. On June 23, 1886, Mr. Cleveland wrote:

"Whatever else may be said of this claimant's achievements during his short military career, it must be conceded that he accumulated a great deal of disability."

The sagacity with which Mr. Cleveland branded some of the attempted impositions and frauds subjected to his consideration, leads us to remark that no doubt had he been identified with railway claims, rather than government claims, any small derailment might have provoked him to reiterate the above sentence with striking emphasis.

This one sounds as though Mr. Cleveland had just returned from St. Paul, Minn. W. H. H. claimed a pension on account of sand blowing in his eyes, and in discussing the case Mr. Cleveland wrote, on May 19, 1888, as follows:

"This claim is largely supported by perjury and forgery, but the criminality of these methods is made to rest upon three rogues and scoundrels who undertook to obtain a pension for the soldier. (Wonder if he referred to some attorneys.) Upon his examination under oath by a special examiner, he stated that he was brought to Washington to further his claim by a man named Miller, one of the rascally attorneys spoken of in the Committee's report; that Miller was to pay his expenses while in Washington, and was to receive one-third of the money paid upon the claim. (Boys, don't that sound natural?) This is not the conduct of a man claiming in good faith a pension from the government. In the affidavit made and prepared by the attorneys, he was made to say that sand blew into his eyes and cut them all to pieces, and that E. N. B. took care of him in his tent. Mr. B. was found, and testified that he served with this man and bunked with him

and that he never knew him to have sore eyes while in the service, and that he never knew of the sand storm spoken of by Mr. H. That he never knew of H. being sick but once, and that was when he had eaten too much. Mr. B. was shown an affidavit purporting to be made by him and declared the entire thing to be false and a forgery. I believe this claim for a pension to be a fraud from beginning to end, and the effrontery with which it has been pushed shows the necessity of a careful examination of these cases."

And he might have added, "Yea, even unto this day."

It may be well to cite just one more incident wherein a woman, M. A. D., made claim for a pension, and it became necessary to investigate some of the past and interesting history of Mary Ann. She seemed to have been a woman of easy virtue and incidentally worked in a cartridge factory, where she was alleged to have been injured by an explosion. In some of the larks and escapades of this wily siren, she would have made Sappho look like a saint, and Mr. Cleveland must have found this much of the story interesting at least. He made the following comment on the case July 5, 1888:

"The police records of the precinct in which she has lived for years show that she is a woman of very bad character, and that she has been under arrest nine times for drunkenness, larceny, creating disturbance and misdemeanors of that sort. The theory seems to have been adopted that no man who served in the army can be the subject of death, or impaired health, except they are chargeable to his service. Medical theories are set at naught, and the most startling relation is claimed between alleged incidents of military service and disability or death. Fatal apoplexy is admitted as the result of quite insignificant wounds; heart disease is attributed to chronic diarrhea; consumption to hernia, and suicide is traced to army service in a wonderfully devious and curious way."

Hundreds of these fallacious claims were piled high upon the table of Mr. Cleveland and occasionally he would burst forth in a manner that portrayed his indignation with great emphasis, for he was a man with a temper, and no citizen of the republic could arouse it to intensity as could a shyster.



Now Employees may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employees desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employees:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptroller's office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,
Chicago Ill.

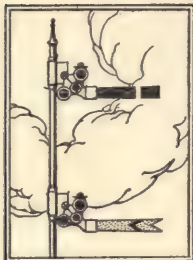
Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

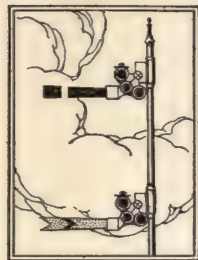
Employed as.....

..... At Station.....

SAFETY FIRST



COURTESY
AND
EFFICIENT
SERVICE
ALWAYS



Notes from I. C. C. Accident Bulletin No. 56

IN the I. C. C. accident bulletin No. 56, just issued, for the year ending June 30, 1915, there are many interesting tables showing the benefits being derived in the Safety First Movement.

Table No. 3, causes of accident to employes in coupling and uncoupling cars, steam railroads, shows a decrease of 81 killed and 699 injured.

Table No. 1-B, casualties to passengers, employes and other persons, steam railroads, shows a decrease of 1,615 killed and 16,540 injured; also the following decreases are shown:

Employes injured on duty: 929 killed, 12,781 injured.

Employes injured while not on duty: 112 killed, 257 injured.

Other persons not trespassing, a decrease of 144 killed and 585 injured.

Trespassers, a decrease of 387 killed, but an increase of 94 injured.

Table No. 1, no doubt, will give the casual reader more food for thought than any other, for the year ending June 30, 1914, the casualties to all persons, including employes on and by steam railroads, were 10,302 killed, 192,662 injured.

Same period ending June 30, 1915, 8,621 killed, 162,040 injured, a decrease of 1,681 killed and 30,662 injured.

With these results before us, and the possibilities there are, that a still greater decrease can be obtained, should cause every railroad employe to put forth extra effort towards "Safety," not only Safety First, but Safety First all the time.

Illinois Central Railroad Company—Mississippi Division

General Safety Meeting Held in the Superintendent's Office at Water Valley, Miss.,
January 10, 1916.

PRESENT

A. D. CAULFIELD, Superintendent—Chairman.

N. W. SPANGLER, Trainmaster,

B. A. PORTER, Trainmaster.

S. R. MAULDIN, Master Mechanic.

J. J. DESMOND, Roadmaster.

J. T. QUINNELLEY, Chief Dispatcher.

R. W. CONDIT, Claim Agent, Grenada.

C. C. JOHNSON, Special Agent, Grenada.

C. E. SEIBER, Traveling Engineer.

J. L. CHAPMAN, General Foreman, Durant.

G. R. WILKERSON, Supervisor, Sardis.

G. H. PEACOCK, Supervisor, Grenada.

J. F. WATTS, Supervisor, Grand Junction.

W. E. McCUNE, Supervisor, Durant.

G. M. HUBBARD, Supervisor Bridges and Buildings.
 R. L. BELL, Carpenter Foreman.
 G. W. SOWELL, Section Foreman, Kosciusko.
 P. B. McWHORTER, Section Foreman, McCool.
 J. T. KNIGHT, Section Foreman, Taylor.
 J. C. TUBBS, Section Foreman, Malesus.
 M. L. BLACKSTON, Section Foreman, Winona.
 A. L. CHAPMAN, Section Foreman, Goodman.
 A. M. FISHER, Section Foreman, Batesville.
 T. J. COMER, Section Foreman, Pope.
 A. R. BROCK, Bridge Foreman.
 J. A. YOUNG, Bridge Foreman.
 L. F. HAREL, Waterworks Foreman.
 G. W. HADAWAY, Conductor.
 J. B. MONROE, Conductor.
 J. M. AZLIN, Conductor.
 P. Y. DUPOYSTER, Conductor.
 T. F. GAFFORD, Engineman.
 L. W. DEKLE, Engineman.
 C. D. MURRAY, Engineman.
 A. F. JOHNSON, Fireman.
 H. JOHNSON, Flagman.
 J. W. TERRY, Fireman.
 F. STORMS, Fireman.
 W. F. ADAMS, Yardmaster, Water Valley.

MINUTES of previous meeting held in October, 1915, read. Report showing number of personal injuries occurring on the railroad month of October and November read, also report showing number of personal injuries occurring on Mississippi Division in December. No personal injuries of serious nature occurred during the past several months. A number of slight personal injuries occurred at Water Valley Shop, Road Department and Transportation Department.

The matter of operating motor cars was gone over carefully with employes of the Road Department, with a view of complying strictly with instructions pertaining to the handling of motor cars and the elimination of personal injuries from this cause entirely.

Report for December, 1915, shows four slight injuries in the Transportation Department, nine in the Maintenance of Way and fourteen in the Mechanical Departments, total thirty, compared with thirty-eight same month last year, reduction of eight.

Letter read from General Superintendent Downs, dated December 6th, giving list of 50 personal injuries occurring on southern lines due to motor car accidents since July 1st.

Letters from Chairman, General Safety Committee, Morris, dated December 22nd, enclosing list of personal injuries for November, 1915, showing great improvement, read.

Letter from General Superintendent, dated January 6th, having reference to fatal injury sustained by two colored children, ages 15 and 11 years, of Pulaski, Illinois, due to train No. 74 backing out of passing track with 7 cars, read. All employes cautioned to see that a man is stationed on the rear car before trains are allowed to back up, referring also to passenger trains. Attention also called to the Mississippi State Law, requiring a man to precede a train on foot when backing by or along side of a passenger depot.

Suggestion of C. E. Seiber, Traveling Engineer, having reference to discontinuing the practice of yard men riding on platform of caboose cars when trains are being pushed out of Water Valley Yard. Instructions issued to Yard Master to only allow one member of the switching crew to accompany engine in case trains are being pushed out, this man to ride on the switch engine instead of on the platform of caboose.

Suggestion from several employes, Aberdeen District, having reference to installing switch lights on that District, read. The proposition of installing switch lights on the Aberdeen District is now up with the Management. With the number of night trains now being run on that District, it is the consensus of opinion that switch lights should be installed.

Trespassers.

A movement is now on foot among the employes of Railroads to have Committees appear before the Mississippi State Legislature now in session, with a view of enacting a more strenuous trespass law, protecting the Railroads in case trespassers are killed or injured.



“The Human Side of Engineering”

By S. T. Henry, Vice-President McGraw Publishing Co., Read Before the
Engineers Club of Chicago

HUMAN factors enter into every phase of engineering. In some classes of work their presence is negligible, while in others they control results.

The many and varying influences of humanity in engineering have two general aspects. One of these is the relation between men in the mass and the work of the engineer. The other is the effect on the engineer of technical training and experience, and of professional ethics.

Consider the first aspect by comparing the work of the engineer with that of men in other professions—the physician, for example. Until recently the medical profession has been concerned almost solely with curative rather than with preventive methods. The sanitary engineer on the other hand deals entirely with preventive means of protecting public health.

The design, construction and operation of a water purification plant are strictly engineering problems. Yet they involve the greatest kind of human benefits. The engineers who build such a plant almost eliminate water-borne diseases. The physician treats a few patients for typhoid; the sanitary engineer removes the source of the disease. He is preventing human pain and suffering, not merely relieving it.

Take the situation at Cincinnati. A few years ago that city was typhoid-ridden. Then the water purification plant was built. Almost immediately the typhoid death rate dropped to a very low figure. Many doctors who had been rushed in their efforts to save typhoid victims found their practice greatly reduced. Indeed, one doctor whom I know had been very successful there, actually was forced into another line of work.

One of the most common causes of tuberculosis is dust in factories. The physician can cure this disease when he locates it in time. The ventilating engineer and the mechanical engineer develop means of removing the dust. They thus certainly benefit humanity most directly.

The doctor and the engineer should work

in harmony to prevent disease. Theirs is a combined service for humanity. In the same manner, the engineer should co-operate more closely with the lawyer, the financier and the merchant in the great physical and material problems which affect the comfort, the happiness and even the morals of the community. But the engineer is too frequently merely a workman concerned chiefly with his plans and his physical materials.

The very existence of cities often depends on the work of the engineer. Take the city of Los Angeles as an instance. Except for the additional water supply provided for that community, its population would be limited to less than its present size.

It was my good fortune to go over the Los Angeles Aqueduct in detail twice during construction with Mr. William Mullholland, chief engineer. Some of you know that great work and the remarkable man responsible for it. He told me at different times while we were in the Mojave Desert, of his life and his life work—the Aqueduct.

Mr. Mullholland came to Los Angeles after years before the mast as a common seaman. He started with the old Los Angeles water company in 1881 as a ditch tender when the municipal supply came from an irrigating ditch. From the beginning he saw the limitations of the local sources of supply. These sources were developed rapidly. Finally a tunnel was driven beneath the bed of the Los Angeles River to intercept the underflow. As Mr. Mullholland said: “This rung the last drop out of the tail of the shirt.” For more water it was necessary to go elsewhere.

During those years that the ultimate development of local sources of supply was in sight—at least to Mr. Mullholland—he studied every other available source. He spent weeks and months with two or three pack mules along the slopes of the high Sierras and in the desert great distances from any habitation. He prospected every possible underground and surface source.

Finally, he concluded that water must be brought nearly 300 miles across two deserts and two mountain ranges from the eastern slope of the Sierras. Then he made many reconnaissance surveys of the route alone—afoot and on mule back. He worked almost in secret to prevent speculation in the lands at the point of diversion. At last he announced the scheme. The community was aghast at the boldness of it. The lack of local sources was ridiculed. The idea of conveying water such great distances across the desert was held to be absurd. Mr. Mullholland *knew*. He never faltered in his determination. He forced his plans through by sheer weight of evidence. He gave the community 440 cubic feet of water per second, a sufficient domestic supply for an additional population of at least 1,500,000.

Mr. Mullholland saw this great work through to completion. He was responsible for the principal features of the project and for many details of the design. He never lost sight of the proper and the economical execution of the plans, because he is first of all a hard-headed, two-fisted practical man. But from his conception of the scheme his controlling impulse was to provide an adequate supply of good water for Los Angeles—a most noble work for humanity.

An endless number of instances of similar devotion by engineers to the improvement of the living conditions of communities could be cited. At least one other one is worth mentioning—the work of Mr. R. H. Thomson, formerly city engineer of Seattle, in the conception and the execution of plans for the regrading of that city. This scheme is most noteworthy in scope and originality. It actually provided a practical site for a great city where there were only steep hills and tide flats.

Transportation and means of easy communication are two of the greatest factors in advancing civilization. New railroads open up new lands for settlement, good roads make possible more intensive cultivation in settled country, cheap rapid transit enables people from the tenements to live where there is plenty of air and light. The ship in distress at sea sends call for help to land or other ships hundreds of miles away. We talk from San Francisco to New York with ease. All these things are *possible only* through the work of the engineer.

Men in every branch of the profession are doing directly something for the common cause of humanity. Observe closely those who have succeeded. The great majority of them appreciate their responsibility. All the really big men find in their work an inspiration which cannot come solely from the successful execution of a mere plan in which one sees only lines and materials and physical things.

Consider now briefly the other aspect—

the effect on the engineer of technical training and experience, and of professional ethics. The engineer is a human being before he is an engineer. He is subject to influences the same as any other human being. In connection with his work he is just as apt to have prejudices, preconceived notions, jump at conclusions, make mistakes, be luke-warm, or extremely partisan, as are men in any other profession or line of business.

Furthermore, there are engineers—and engineers. Some are studious, well-posted, progressive, and always up-to-the-minute in methods of practice, while others are very far from having these qualities. There also is a class of engineers—just as much in the majority as in any other group of human beings—who are comparatively lacking in initiative—who get into a rut and who work along strictly customary lines.

Do you realize that out of more than 100,000 engineers in this country, less than 40,000 are members of any engineering society? What is more to the point, probably one in ten of the 40,000 take any active part in society affairs. In other words, 4,000 out of 100,000 are doing the promotion work of the profession; and many of these in a purely incidental, or technical way.

The average engineer thinks of himself entirely too much as a machine for figuring stresses and strains—for designing structures and developing technical methods—in a word, for accomplishing certain desired and specified results in a standardized way.

Too many engineers are in the position of those who serve the Cook County Highway Commission. They build roads of the kind of materials the Commission selects. The law puts the power in the non-technical body. The engineer knows what materials are best for certain conditions. The latent power of the engineering profession should be used to create a public opinion which will demand that the selection of the type of road material or structure be based on engineering knowledge and experience. Engineers must cease to consider that such educational work is not in their province. Who else can influence the public state of mind so effectively? Each engineer's opinion on technical matters stands for much in a wide circle of laymen. The trouble is that most engineers are deterred by tradition and by ethics from doing what their conscience tells them is for the good of their fellow citizens.

As a matter of fact, humanity really waits upon the engineer not merely to do the thing, but to see the *need* and the *opportunity* for doing it. The time has come when the engineer must be the leader in many of the larger problems of human endeavor.

Numerous influences have in the past

contributed to the opinion of most engineers that they are barred from taking the lead in public matters in which engineering is basic. Their technical training has been such that it has actually led them away from the affairs of men in the mass. Professional ethics likewise have prevented their expression of opinion publicly on the engineering problems of their communities.

Mr. Mullholland carried *his* case to the people, as they say in England. He fought back at the enemies of the scheme—and there are many—by publicity. Mr. Thomson did the same. They sidestepped all the prejudices of the profession and put their plans across. Their professional reputations suffered not one whit.

This brings up the professional attitude generally toward publicity. When I started in technical journalism only eleven years ago most engineers were hesitant about giving us information regarding their work. In those days before we could get the data we had to sell the idea that the right kind of publicity was invaluable to the engineer concerned, to the profession—and although we didn't dare say so—to the community or communities affected. That feeling has passed to considerable extent. The attitude on the part of some toward mention of their work is still such as to be amusing. The harm that can come from such publicity is all that too many still see. They overlook the fact that the good results completely eclipse any so-called loss of business secrets, or misinterpretation of facts.

Just one typical case will illustrate how publicity helps the work of the engineer and promotes the cause of civilization. Mr. W. T. Blackburn built last summer at Paris, Ill., a stretch of brick road laid directly

on the concrete base while the concrete was green. This type of construction bids fair to revolutionize brick road building. The work was described at length in one or two technical journals. As a result engineers, contractors, highway and municipal officials from all over the country have gone to this comparatively out-of-the-way town to see the new work. Next year many miles of brick roads will be built in the manner developed there. Communities in which these roads are laid will get much better work for their money—have good roads longer and, indeed, many will have brick roads which previously could not have afforded such construction. All because *one* engineer was not afraid of the *right* kind of publicity.

In both the aspects of the human side of engineering that I have mentioned there is an urgent and immediate need for the education of the engineering public—the rank and file of the profession. Their responsibilities and their opportunities must be driven home to them continuously. They must be made to appreciate that engineering is ceasing to be merely the handling of facts and figures and materials. The profession is assuming its proper place in civilization. The progress made in this direction depends chiefly on the members of the profession.

The technical press senses an opportunity to help spread this idea of a bigger and a broader—a more human viewpoint for the profession. It serves as the voice which carries the message to those who work along the old lines. It provides the machinery through which much can be accomplished in this great movement tending to humanize engineering. It is more than willing that this machinery should be used freely and gratuitously by the profession.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

Scientific Eating

ALL forms of life are governed by three laws which are commonly termed eating, exercising and breathing.

EATING or Nutrition is the most important problem of life. The majority of diseases are traceable to wrong nutrition, while correct nutrition will render the body immune to most diseases. Of all laws, the laws of nutrition are perhaps the least understood and the most frequently violated. Food properly selected, combined and proportioned will build the body up to its normal weight and energy. Increased vitality will demand increased exercise. These two will cause deeper breathing, thereby completing the cycle of the first trio of laws.

NUTRITION may be studied from three standpoints: First, in order to secure from our food the greatest benefits we must select such articles as contain all the elements of nourishment required by the body. Second, our diet should be composed of such things as chemically harmonize when combined. Third, we must balance our diet with respect to nutrition. That is to say, we should so proportion it at meals as to not overfeed on some things and underfeed on others. The more closely these rules are followed the more harmonious will be our working of all these laws, the greater resistance there will be to disease, and the higher our bodily development. Our food should also be taken according to three laws, namely, age, climate and work. The growing child or youth needs much structural material, sulphate of lime, such as is found in cereals and all starch food. With these the building of bone, teeth and cartilage will be most favored. The middle-aged persons need but little of these elements, just enough for repair of tissue change, and the aged person needs practically none. We should select and proportion our food according to the temperature of the air, the climate and the season of the year. This, because heat and energy are equivalent terms. If the weather is cold we require foods in which Nature has stored an abundance of heat. If the weather is warm we should not

partake of foods high in heating qualities. In other words, we should not partake too liberally of heat producing foods when the sun is giving off its heat direct. By so doing, we would be building the fire inside while the sun sent us the necessary heat from outside. Violation of this rule causes nearly all the sunstrokes and heat prostrations. Then we should select and proportion our food according to the work we do. Eating is a process of making energy. Activity or work is the process of expending energy. Therefore, we should make these two accounts balance. The nearer we balance them, the stronger will become our mental and physical forces.

As long as civilized people eat and drink incorrectly and live under artificial conditions, they will have to contend with disease. Inasmuch as the vast majority of diseases are caused by errors in eating and drinking, corrective eating becomes the most important branch of the food question.

One of the most conspicuous errors in the modern diet is mixed and complicated dishes; another grievous error is the eating of too many things at the same time. A study of the average "regular dinner" will show that a majority of the "foods" served, in the true sense of the word, are not foods at all, because they are not convertible into energy or tissue. In reality they actually consume energy through the effort the system exerts to cast off these things which are eaten.

The following articles contain all the elements of body nourishment needed in any climate while performing any kind of labor at any age: *fats, eggs, milk, nuts, grains, vegetables, fruits and sugars*. There are many things not mentioned in this table that will sustain life. It is not necessary to enumerate all the things and combinations of things that people eat which are *not food*. The best meat that can be bought contains only about 30 per cent of food value, the remaining 70 per cent is water. The protein can be procured from milk, beans, eggs, nuts and peas. The fat in meat can be procured from butter, cream, nuts and vegetable oils. In this way

families can get along well without buying meat, especially an advantage while the price is so very high.

To get the best results from foods they must be taken as fresh from the hand of Nature as it is possible to get them. Grains should not be bolted and separated by the milling process. The bread or porridge, or in whatever way they are used, should contain the grains in their entirety. All succulent and watery vegetables, such as spinach, carrots, parsnips, squash, onions, green peas, beans, corn, cabbage, etc., should be cooked in their own juice. In this way all their mineral salts are preserved and they are much more nutritious and delicious.

Food should not be taken in quantities greater than can be digested, or in excess of that which the body needs. Every penny weight of food taken into the body that cannot be used either in the life processes or

in the form of stored energy is a menace to health. It is either cast out at great expense of energy, or it undergoes fermentation, which is the beginning of nearly all stomach and intestinal trouble. Then, too, foods are often taken in badly mixed form such as fish and milk or the juice of an orange followed by oatmeal and cream. By such inharmonious combinations much of the nutritive element is destroyed in the chemical warfare thus produced.

Eating should be a thoughtful, carefully-considered function. Everything we eat should be for a definite purpose. We observe this general rule in all our business and social affairs, but ignore it in our eating, although this is by far the most important thing in life.

We hope to continue this discussion in future issues of the Magazine, as these are very important subjects to all of us.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Chicago, December 27, 1915.

Dr. G. G. Dowdall,
Chief Surgeon,
Hospital Department,
Illinois Central Railroad,
Chicago, Ill.
Dear Doctor:—

I have been home for some time with a very bad throat and tonsils, of a very bad and stubborn nature, which required very great attention and had to be operated upon. I want to thank the Hospital Department for the treatment and care I received night and day, and also want to state that the Hospital Department Surgeon in charge of the case who attended me was very courteous, and I wish to express my appreciation for his loyal services rendered.

Wishing you success in your good work for next year, I am

Yours truly,

John P. Lennon, Conductor,
1435 E. 64th St., Chicago.

Dr. G. G. Dowdall,
Chief Surgeon,
Hospital Department,
Illinois Central Railroad,
Chicago, Ill.
Dear Doctor:—

I have just returned home after two weeks' treatment at Mercy Hospital, Chicago, where I had a surgical operation performed for right inguinal hernia and removal of my appendix.

I want to say for the benefit of my fellow employes that I received the greatest care and attention from the Hospital Department physicians and nurses. The Doctors were very attentive and the nurses also. Not one minute was I neglected, and just as much care was taken of me and every man in Ward C as was taken of other private patients. I especially wish to express my gratitude to the Surgeon in attendance and to the night nurse, and in closing I want to say the Illinois Central Hospital Department is the grandest investment mortal man ever made.

With feelings of gratitude to you and your most able assistants, I am

Yours very truly,

James R. Newcomb,
Coach Cleaner.

Council Bluffs, Ia., Dec. 23, 1915.

Circular No. 145

Chicago, December 29, 1915.

TO ALL EMPLOYING OFFICERS:

In calling for services of Company Surgeon to attend some employe who may be at home as a result of illness or injury, it is desired that the employing officer either refer to the official list or working time table and determine the nearest physician to the residence in which the employe is located and give him the call, advising that Order for Treatment will be mailed to the Surgeon, or that the call be given to the Chief Surgeon's office. In the event the call is telephoned to this office it is not necessary to ask for some particular person here to whom to give this call as has been the custom in the past, but the information should be given to whoever first answers the telephone, thus avoiding a great deal of unnecessary loss of time.

Care should be used to furnish the name and occupation of the patient, exact location, as to street and number of residence, whether patient resides in a house or flat, and if in a flat the number of flat, and if there be a telephone the telephone number should be given.

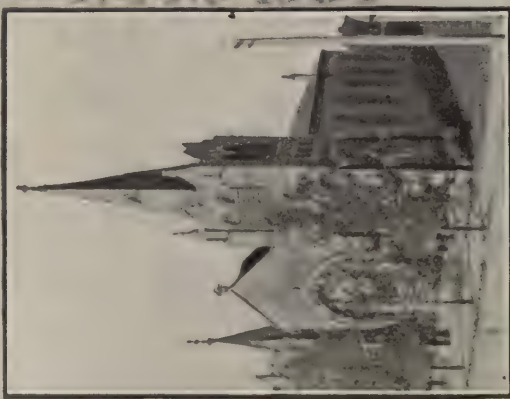
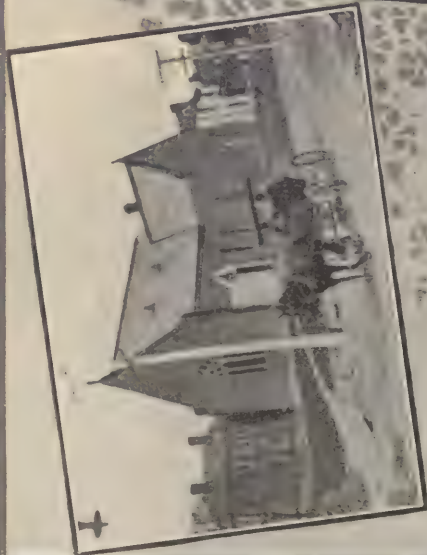
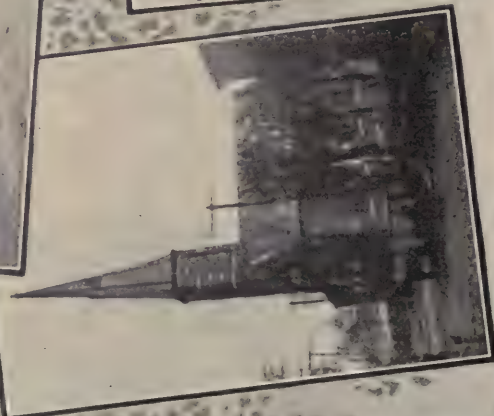
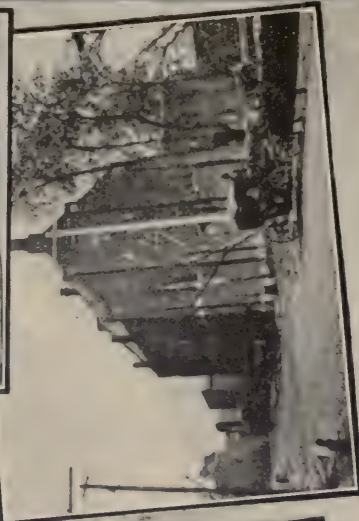
It should also be stated as to whether it is a case of sickness or of injury, and also as to whether there is anything of an emergency nature requiring immediate attention.

It should be borne in mind that where the employe is not sick enough to really require that a physician call at his home that the employe should go to the office of the Company Surgeon in his neighborhood.

Yours truly,

G. G. DOWDALL,
Chief Surgeon.





CHURCHES OF BELLEVILLE, ILL.



TRANSPORTATION DEPARTMENT



Loyal Efficiency and Its Benefits in the Operation of a Railroad

By J. F. Dignan, Supt.

LOYALTY and efficiency in the operation and maintenance of a railroad in every sense means economy in that it means the elimination of waste, while on the other hand indifference and inefficiency means waste and waste means a dead loss directly or indirectly not only to the stock holder but to the employe as well. In the operation and maintenance of railways, easily determined losses due to preventable wastes in fuel and other supplies still amounts to vast sums annually, wastes that would as completely disappear as would the fog before the morning sun, if properly attacked.

I will venture the assertion that there never has been a time in the history of American Railroads when they could more ill afford to meet a loss from whatever source, however small it may be than at the present day.

Individual tests of efficiency, I am sure my readers will agree, has elevated the standard of our service reflecting itself beneficially to the employe, the traveling public, the shipper and the company. Individual records of efficiency surely gives a square deal to all, in that the efficient shall be rewarded, the most efficient receiving the greatest recognition; no standard could be more fair.

A few words on the principals of efficiency as applied to all who have to do with the operation of a railroad. First and foremost should be the desire to acquire useful knowledge, alertness, and last but not least the acquirement of tact, for tact is an asset the worth of which cannot be over estimated, and its use, together with the virtue of forethought in the operation of trains spells a good railroad. I use the word virtue in connection with forethought for the reason that forethought is a virtue and an indispensable one when it comes to the operation of trains.

There is no corporation in this country,

not even the government itself, that goes to the expense that the railroads do in the education of its employes and for the sole purpose of promoting efficiency, to the end that the traveling public and the shipper may be best served.

Does the employe receive any benefits from this educational expense? I would answer, yes, untold benefits. Take for instance the locomotive fireman. He was in all probability a town boy, possibly a country lad, received a common school education, and the best possible position that he could expect in his home town was one that in all probability would not yield him over \$40.00 or \$50.00 per month. As a locomotive fireman, he receives a salary of approximately \$125.00 per month, and about the first thing he attempts to do in the way of performing his duties is to burn up twice the amount of coal that a competent efficient fireman would burn, and were it not for a few ounces of prevention injected by his engineer, the irresistible desire of this raw recruit to burn up, in the shortest possible time, everything in sight would surely be satisfied. Therefore, the railroad company must educate him and it behooves them to speedily do so, especially in the matter of fuel economy.

It, of course, is the intention that this fireman in due time will qualify as a locomotive engineer. We find among his teachers the locomotive engineer, the traveling engineer, the master mechanic, the air brake instructor, the train master and I am not going to forget the round house machinist. All are men who have qualified at the expense of the railway company to teach in the grades they represent and at no hedge school master's salary either.

In a very short period as compared with a few years ago we find this country lad, whose only assets starting out was a common school education and a good appetite, not only a competent fireman but also qual-

ified to manage a modern locomotive, commanding a wage surpassed by no skilled labor in this or any other country.

Did it cost the young man anything to attain this degree of intelligence, this high standard of efficiency? Not a cent. The same can be said of the conductor, the brakeman, the flagman, the rodman, the office clerk, the shop employe and the trackman. And what does the railroad ask in return? They merely ask that we take advantage of the educational facilities offered us, always bearing in mind that safety has precedence over everything else, never hesitating to use extra precaution to obtain positive safety, that we exercise good judgment in the performance of our duties.

After all the real essential to successful operation of a railroad is the personnel, the character of which is largely reflected in the methods pursued by the supervising officers for if we would have high and continuous efficiency the efforts of all should especially be directed toward the education of men under their charge as the greatest possible good comes from patient and proper tutelage. There are comparatively few men who will not improve mentally and morally if given the benefit of

advice and instruction from their superior and there is no one in a better position to exert influence in that direction than are the employes themselves.

Be it ever remembered that no man can act with a loyal and conscientious sense of duty in the affairs that are entrusted to him in the care, attention, and conservation of himself and fellow workers and the property of his employer, without building up his own character and manhood which is immediately reflected beneficially to him and his fellowmen in all of life's relations.

Loyalty is a solemn obligation every man owes his employer; it not only raises his own standard of manhood but it elevates the esteem in which he is regarded by all right thinking men. We are all fellow workers and with the spirit of co-operation and loyalty that prevades our ranks, success is certain to crown our efforts.

And with a hearty disposition on the part of all to obtain the best possible result just so surely shall we have obtained the highest possible standard of efficiency from which a splendid effort will reflect itself, a share of which we may all feel justly entitled to.

OBITUARY

Michael H. Long

MICHAEL H. LONG, our late General Foreman at Chicago Passenger Yards, was born in Ireland, March 9, 1858, and died after an illness of nine weeks at his home at 7523 Kenwood avenue, Dec. 30, 1915. Heart disease was the cause of death.

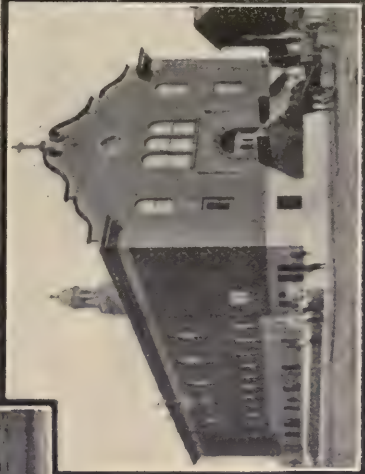
He first became connected with the Illinois Central Railroad Company when he accepted the position of Car Foreman of the suburban force at Randolph street in August, 1899. He was promoted to the position of Assistant General Foreman at Weldon Passenger Yard, Chicago, four months later, and was made General Foreman in August, 1900, which position he successfully held until his death.

He was a leader and a friend; a conscientious worker with a dominant personality; one of the whitest, squarest men with whom one may ever come in contact, and those who were closely associated with him feel his loss very keenly. His host of friends, business associates, his employers, and those who worked under his supervision feel a deep sense of personal loss which nothing can replace.

To attempt to express our sympathy to the bereaved family and relatives at this time is a hard task; the knowledge that he was part of the great Illinois Central system and was ever striving to faithfully serve it and to bring it to the highest standard possible is evidence enough that the world is better for his having lived.



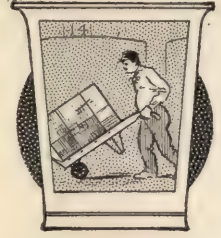
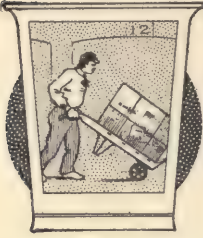
M. H. LONG



SOME NOTED ROMAN CATHOLIC CHURCHES, SCHOOLS, CONVENTS AND CHARITABLE INSTITUTIONS OF BELLEVILLE, ILL.

FREIGHT TRAFFIC

DEPARTMENT



Coke

B. J. Rowe, Coal Traffic Manager

THE production of coke in the United States during 1914, which is the last period for which reports of the U. S. Geological Survey are available, was 34,555,914 short tons, the smallest, except in 1908, for ten years due to general business conditions throughout the country.

The conditions of the iron and steel trade is the barometer by which the industrial conditions of the country are judged. The number of coke ovens going in and out of blast in Pennsylvania is the pulse of the iron and steel trade, and therefore of the country at large. But the marked revival of business, particularly in those lines that use coke, has stimulated this languishing industry remarkably, and it is predicted that the production of the current year will equal or exceed the high mark of 46,299,530 short tons in 1913.

Pennsylvania has long led all other states in the production of this commodity. The output of the ovens in that state in 1914 was 20,250,000 tons, approximately 60% of the output of the United States. Alabama was second in point of production with 3,084,000 tons, Indiana third with 2,276,000 tons, and Illinois fourth with 1,425,168 tons.

There are two distinct methods of coke manufacture. In the beginning, all coke was made in what is known as the beehive oven, but in 1893 there was introduced into this country the so-called

by-product or retort oven, and while the volume of both kinds has steadily increased, the ratio of increase has naturally been greater under the newer retort plan than the older method. The output of 1914 was 23,335,971 short tons of beehive or oven coke valued at \$50,254,050 at the oven, and 11,219,943 short tons of by-product or retort coke, valued at \$38,080,167 at point of manufacture. This difference in price is due, to some extent, to the fact that the manufacture of coke under the retort oven process usually takes place near the point of consumption, and the coal from which manufactured has paid a freight charge from distant coal fields; while, conversely, the major portion of the beehive coke is manufactured in the vicinity of the consuming iron and steel districts from coal secured locally.

The first ovens of the retort type constructed in this country comprised an experimental plant of twelve ovens with recovery apparatus in an eastern state, built in 1893 primarily for the recovery of chemical by-products. The second by-product plant constructed was one of sixty ovens in another eastern state completed the latter part of 1895. Since these experimental plants were installed, the industry has had a steady growth, until at the present time there are 5,809 retort ovens in existence in the United States.

With the advent of the retort ovens

or by-product process of coking coal, a factor has been introduced which has had an important bearing on other lines of industry as well as the manufacture of coke. In the older or beehive method of manufacture, no part of the coal is saved except the coke or carbon, and indeed, part of that is usually burned in the process of manufacture.

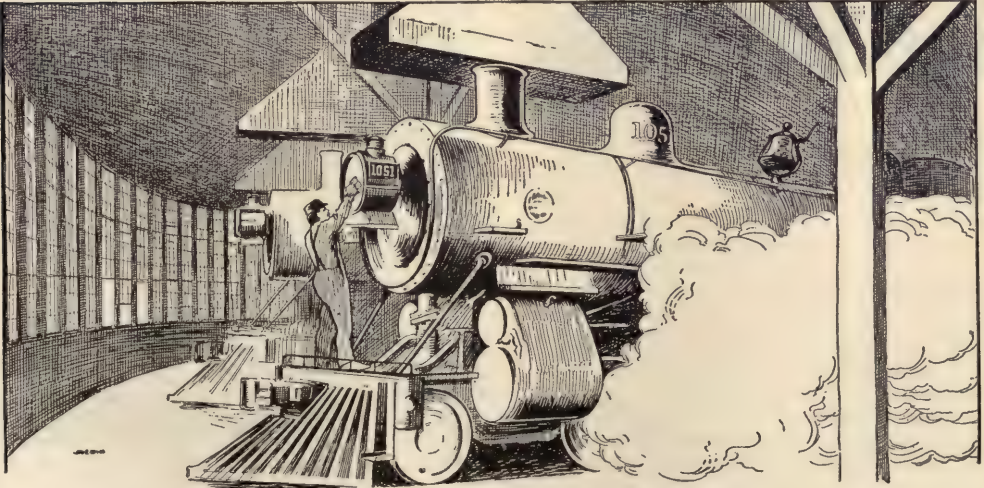
In the newer or retort process, the tar, gas, ammonia, benzol, and other valuable by-products such as chemical and dye derivatives, are saved, and a larger yield of coke is obtained, which has stimulated this method of manufacture so that large plants of that character have been erected in territory tributary to our railroad.

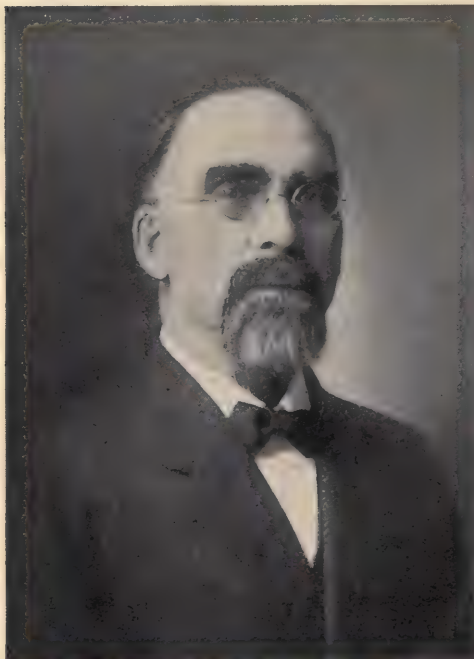
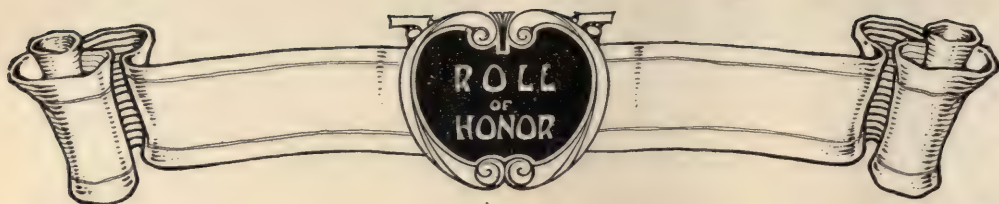
Indiana leads all states in the manufacture of by-product or retort coke. Pennsylvania is second, Alabama third and Illinois fourth; and while by far the greater part of the coke produced in this country is used in the manufacture of iron and steel articles, it is noticeable

that in the territory served by this road coke is being used to a large extent as fuel, mainly as a substitute for anthracite coal in the heating of dwellings, and also in apartment and office buildings.

In this territory it will be found that the coal dealers usually carry a stock of coke for retail trade, and foundries and machine shops purchase direct in carload lots. There are a number of coking plants at various points served by the Illinois Central Railroad direct, or through switching or connecting roads, and we have traffic arrangements with roads serving coke ovens located at more distant points. And as the more general use to which this commodity is being put increases its importance as a revenue producer, our agents should pay particular attention to this tonnage moving into and out of their territory.

Further information with respect to point of shipment, location of plants, rates and routes may be had on application to the Coal Traffic Manager.





JOHN J. SULLIVAN.

Mr. John J. Sullivan, for 50 years an employe of the Illinois Central Railroad Company, was retired on pension, effective January 1, 1916.

Mr. Sullivan was born in Ireland, February 2, 1848. He received his education in the National School of Ireland, afterwards coming to the United States with his parents. He commenced his railroad career October 15, 1865, when he entered the service of the D. & S. C. as section laborer, at Earlville, Iowa, which road was later taken over by the Illinois Central.

In the spring of 1868 he was promoted to the position of Section Foreman at Floyd, Iowa, being transferred to Dubuque

in the same capacity in the year 1871, and in 1877 he was transferred to Le Mars, Iowa, as Section Foreman, which position he held until 1881, when he was promoted to the position of Road Supervisor, with headquarters at Dubuque, Iowa. In October, 1877, he was promoted to the position of Roadmaster at Cherokee, Iowa, being transferred to New Orleans, La., as Roadmaster in October, 1895. In February, 1898, he was transferred as Roadmaster to the Springfield Division, with headquarters at Clinton. In October, 1902, he was transferred as Road Supervisor of the Madison and Dodgeville Districts, Wisconsin Division, with headquarters at Freeport, Ill., which position he held until the time of retirement.

At the time Mr. Sullivan commenced his career railroading was practically in its infancy; the old chair iron 40-pound rail, 18 to 20 feet in length being in use, which is quite a contrast to the present rail used on the modern railroad of today, and it is such men as Mr. Sullivan that have brought railroading to the high standard of efficiency of the present day.

In connection with his 50 years of constant service, Mr. Sullivan can relate many changes in railroading that would be wondrous to the young railroad men of today, and it will require a great deal of study and hard labor to advance the improvement in railroad construction within the next 50 years as was done during the past 50 years.

Mr. Sullivan was considered one of the most faithful and practical railroad men in the Maintenance of Way Department on the Illinois Central System and there are but few records that can compare with Mr. Sullivan's record of 50 years of service, without a blemish.

At the time of his retirement, he was in active service and it is unfortunate that the Illinois Central is being deprived of his services as a result of his retirement, which, of course, comes to him well deserved. We trust that he will remain with us in social life for many years to enjoy the rest and recreation which he has so justly earned.

**CONCERNING MR. SULLIVAN'S SERVICE THE FOLLOWING LETTERS
ARE ILLUMINATING**

My Dear Mr. Sullivan:

On your leaving the service after fifty years' employment I wish to convey to you our appreciation of your loyal and efficient service and to extend to you our best wishes.

Chicago, January 8, 1916.

I am gratified that our pension system, in a measure, enables the Company to reward you for the efforts you have put forth in its behalf in looking after its welfare and interests, but regardless of this, I feel, and I am sure you do, that one's greatest satisfaction is in looking back over this term of service to realize that he has always had the Company's interests at heart. I know that your work has been with this idea in mind and I again wish to thank you for it.

With kindest regards, I am
Mr. John Sullivan,
Freeport, Illinois.

Yours very truly,

A. E. CLIFT,
General Superintendent.

Freeport, Ill., January 11, 1916.

Dear Sir:

Your favor of the 8th inst. has come to hand, and in reply, I wish to thank you sincerely for the good wishes you had the kindness to express.

I desire to say that I have a very pleasant remembrance of my years of service with the road, and of the kind and considerate treatment invariably accorded me by its officials.

Now, at the time of my retirement from the service, I wish to assure you that my interest and best wishes will ever be with the Illinois Central.

I also desire to express my appreciation of the pension which the Company, at the ending of my term of active service, generously gives me.

Again thanking you for your kind letter I am,

Gratefully yours,

JOHN SULLIVAN,
Road Supervisor, Retired.

Mr. A. E. Clift,
General Superintendent,
Illinois Central Railroad, Chicago.



RAYMOND A. PIKE

MR. RAYMOND A. PIKE was born in Meade County, Ky., Dec. 25, 1845, and entered the service of the P. & E. Railroad (now the Illinois Central) at Elizabethtown, Ky., July 26, 1880. Moved

to Paducah in 1884 at the time of the transfer of the shops at that point. He was employed first as Round House laborer, working in that capacity for two years, then as a stationary engineer, which position he retained until retired on a pension Nov. 30, 1915.

Mr. Pike's services covered a period of 35 years and were to the management entirely satisfactory. It is hoped that he will live long and enjoy the pension which has been given him.

JOHN MORLEY

JOHN MORLEY was born at Ratcliff, Nottinghamshire, England, September 15, 1840, and died at Las Animas, Colo., October 19, 1915, of apoplexy. He came to Chicago, Illinois, with his father's family at the age of thirteen. He removed to Dyersville, Iowa, at the age of about twenty-one and shortly thereafter entered the employ of the company and conducted the agencies at Dyersville, Cedar Falls, Manchester and Nashua, until his retirement on pension thirteen years ago, when he took up his residence at Denver, Colorado.

During all the time of his service to the company at the localities mentioned, Mr. Morley was interested, active and influential in the public affairs of these towns and localities; he was prominent in the Masonic order, and was a pioneer in support of the prohibition movement in Iowa. He took an active part in the original constitutional amendment for that cause; he was connected with and active in the Methodist Church, was possessed of a



JOHN MORLEY

beautiful voice, and was continuously the chorister of his church at these places, and was widely known as a singer of sacred songs.

It seems fair to say that Mr. Morley in his railroad work won the reputation of a kindly, courteous and affable officer. He had a wide acquaintance, and every acquaintance was his friend. He was truly an earnest, sincere, consistent Christian gentleman, with a sunny, happy disposition and attributes as unspoiled and unselfish as a child.

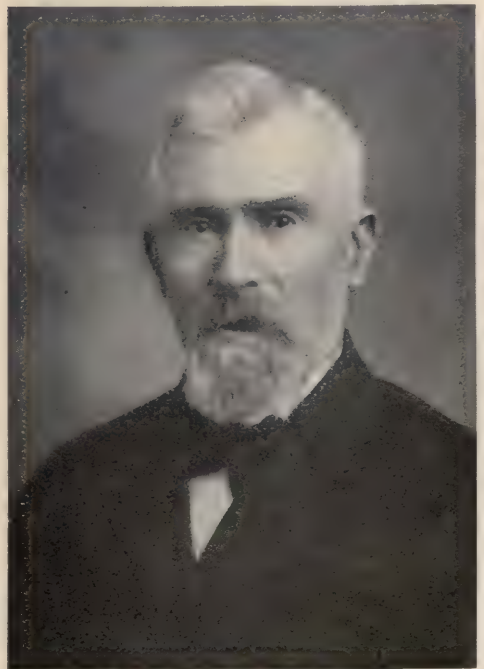
DONALD McCULLOCH

DONALD McCULLOCH, of Cherokee, Iowa, who in December was pensioned by the I. C. R. R. after over thirty-three years of continual service during which time he never missed any pay-day, was born in Ross Shire, Scotland. In the year 1875, he came to America with a wife and three children, coming first to Aurelia, Iowa, where for a short time he resided, being told that the I. C. R. R. was to build a new side track there. But on July 4th the river bridge burned down and they did not start the side track at once. But upon the completion of the side track he was sent with a construction train to clean ditches west of Cherokee. This work lasted for some time. The name of the engineer in charge of this work was James

Deboise, the conductor being Nat Norton.

Mr. McCulloch came to Cherokee in September, and worked on the section under Andrew Ellison. At this time section hands were paid \$1.10 per day. Filling this place for five years, he was then made night man at the pump house on the river which at that time pumped water up to the tank for the engines. John Densmore was the foreman. Later Mr. McCulloch was made stationary engineer in the round house at Cherokee. The first year and a half William Griffin was foreman; then Thomas Shannon took his place. After leaving the shops Mr. McCulloch was made flagman at the Main St. crossing at Cherokee under Roadmaster Gilleas and Agent William Patterson, the later lately succeeded by Mr. Morrison.

To one who with such steadiness has served a company so faithfully much credit is due. The pay received was never at any time very large and the fact that he has out of this raised a family of eight children, gave them an education, and by his example molded their characters, for strong, faithful men and women, is an example to be followed. One daughter is connected with the extension department of Ames College. Another daughter was an instructor in the Seattle schools, until recently married. His youngest daughter recently graduated from Stout Institute, and is now teaching. The fourth daughter is married to a Cherokee merchant. His



DONALD McCULLOCH

oldest son is manager of the telephone system in Wessington, S. Dak. One other son is a cattle man in Montana, another is supervisor of the block system for the Soo Line in Wisconsin. His youngest son is a member of a shoe firm in Cherokee.

Mr. McCulloch expects soon to go and spend the winter in California. He is now at liberty to enjoy a well-earned rest, but he says he will never forget his affection for the I. C. R. R. Upon his retirement he received the following complimentary letter from the General Manager of the road:

Mr. Donald McCulloch.

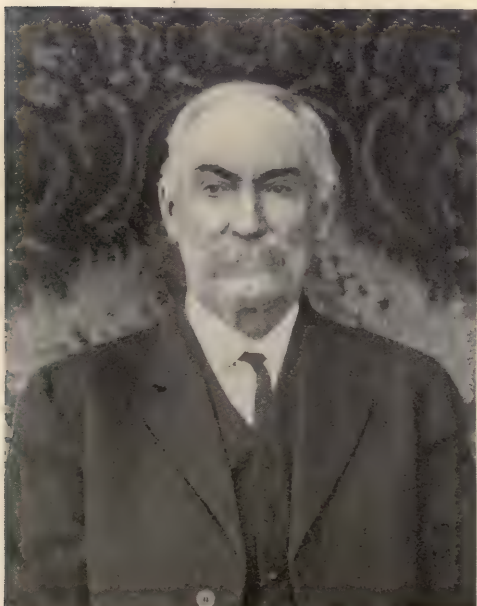
Dear Sir:

My attention has just been called to your retirement from the service of this Company, under the pension rules, effective Dec. 1st, 1915, after having been continuously employed for a period of thirty-three years.

This is indeed an exceptionally fine record, and one of which you may well feel proud. On behalf of the management, as well as myself personally, I wish to convey to you our appreciation of this loyal and efficient service, and express the wish that you may thoroughly enjoy your well-earned rest.

Yours truly,

T. J. Foley,
Gen. Mgr.



BALDWIN WHEELER

BALDWIN WHEELER, Car Foreman, Paducah Shops, was retired from the service November 30, 1915, account reaching age limit.

Mr. Wheeler was born in Dayton, Cattaraugus County, New York, November 18, 1845. When quite a young man he moved to Iowa, then on the frontier, learning the carriage making trade. He afterwards moved to Elizabethtown, Ky., working at that point at his trade until July 2nd, 1877, on which date he accepted position as Car Repairer with the old E. & P. Railway, now the I. C.

When shops were removed to Paducah in 1884 he was transferred to that point.

Mr. Wheeler was in continuous service 38 years and five months without losing as much as 30 days continuously at any time during his service. He is still enjoying good health and desires to thank the management for the good treatment that has been given him during his service with this company.

MR. LAWRENCE B. FLAWS

BORN in the Shetland Isles in 1845, where he spent his youth, and was married in the old "Kirk" of his native town, Mr. Flaws came to this country in 1871 and settled at Chicago, where, shortly after his arrival, he entered the service of the Illinois Central R. R. Co., at the car shop then located at the foot of 26th St., as carpenter, under Master Mechanic Charles Scoville. He remained in the serv-



LAWRENCE B. FLAWS

ice about one year, and, in 1872 he entered the service of the Chicago, Rock Island & Pacific, remaining in the service of that company until 1879 when he re-entered the

service of the Illinois Central R. R. Co. as carpenter and was shortly afterwards promoted to Truck Foreman under Master Mechanic W. B. Snow. In 1891, he was transferred to Weldon, where he remained until 1894 as Foreman in charge of passenger car repairs. In 1894 he was transferred to Freeport, where, under Master Mechanic E. Dana, he served as Foreman in charge of passenger car repairs until 1895, when he returned to his old place in Chicago.

In both of the above mentioned positions, Mr. Flaws performed his duties to the entire satisfaction of the Company.

The old plant at 26th St. was discontinued at the close of 1895 and was transferred to its present location at Burnside, where it was affiliated with the Locomotive Department, under Master Mechanic J. W. Luttrell. Mr. Flaws, was, at the same time, transferred to Burnside Shops where he served as Foreman, until his retirement under the Pension Act, at the close of October, 1915.

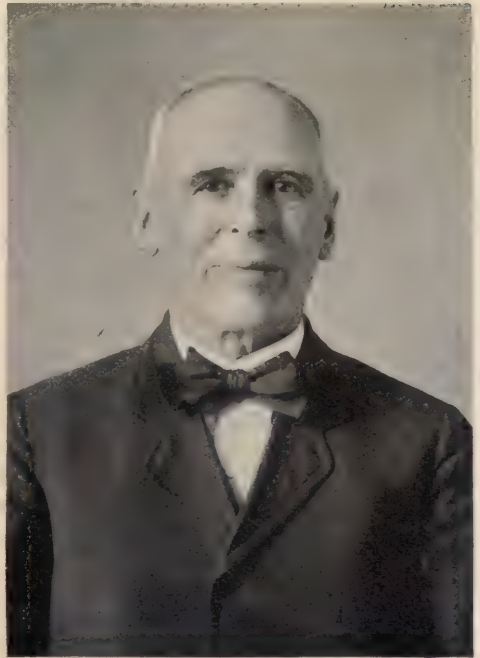
During the 37 years of his service, he made many friends through his sturdy sense of duty and his sterling integrity. No influence could be brought to bear upon him to swerve for an instant from the straight path of duty, and he leaves behind him in the service many friends who will miss his genial companionship.

May he live for many years in the companionship of his excellent wife, children, grandchildren and great-grandchildren, to enjoy his well-earned rest.

MR. JOHN MONAHAN.

MR. JOHN MONAHAN, for 36 years an employe of the Illinois Central Railroad Company, was retired on pension, effective January 1, 1916.

Mr. Monahan was born on a farm in Lee County, near Amboy, Ill., January 26, 1855. He received his education in the public schools in that locality. He began his railroad career as passenger brakeman on the Amboy District of the Illinois Central, November 16, 1879,

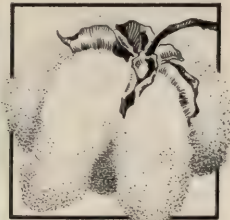


JOHN MONAHAN

being promoted to the position of train baggageman November 20, 1881, which position he held up to the time of his retirement.

Mr. Monahan also served several months in freight service during the year 1881, at which time all braking was done by hand. Passenger coaches were lighted by candles and heated by wood fires and one of the duties of the passenger brakemen was to keep a supply of candles on hand as well as a supply of fire wood, when laying over at Amboy.

Mr. Monahan was always considered a most reliable and efficient railroad man and it is to be regretted that the Illinois Central is being deprived of his active services through his retirement, which he has so justly earned.



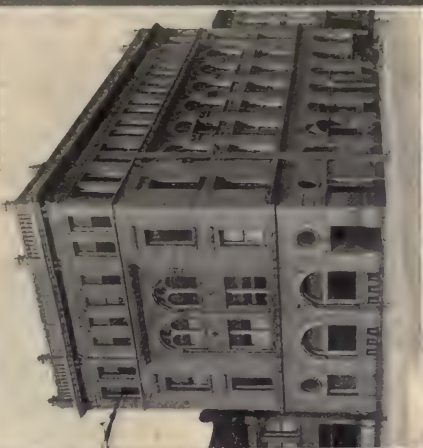
Commercial Bldg.



Belleville Ill.,



12 National Bank



FOOD FOR FANS

EDITOR — GEO. L. MORELAND — STATISTICIAN



BOB CARMICHAEL

WORTH KNOWING

Greatest number of innings played in a game--Brooklyn Athletics vs East End Stars, two Cleveland, O., amateur clubs, 30 innings July 4, 1907.

SPORTING RECORDS

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TUESDAY, FEBRUARY 1, 1916

Entered as second-class matter, June 15, 1913,
at the post office at Chicago, Illinois, under
the Act of March 3, 1879.

BOB CARMICHAEL

Division Passenger Agent of The Illinois Central Railroad

Known to Every Sporting Man in the United States

**Has Booked More Baseball, Bowling, Athletic and
Other Teams Than Any Man In The Business**

To personally know every baseball player in the two major leagues, is some task. Knowing hundreds of athletes scattered in all parts of the United States is also some feat, and it is a question if there is such a man except Robert J. Carmichael, the General Division Passenger Agent for the I. C. Railroad.

As an excursion man who gets up trips for the leading Sporting Events in all parts of the country, "Smiling" Bob has never had an equal. From St. Paul and Omaha, Neb. to New Orleans and Jacksonville, Florida, he is known by every man who ever took a trip to see a big event.

He has sent more people to the Mardi Gras at New Orleans, than any railroad man in the middle-west, while there has never been a big event of any description held that he has not sent hundreds to that match.

He was for sometime hard at work arranging an excursion to New Orleans for the heavyweight match between champion Jess Willard and Fred Fulton, having up to the hour the match was called off, 275 reservation. Every man with an ounce of sporting blood in his veins would have taken advantage of the trip, and been on hand when the two gladiators shook hands in the ring.

Mr. Carmichael is some athlete himself, for when he went to school there was not a better baseball, football or athlete in the business. He holds a record of 10 flat for 100 yards and 22 3-5 for 2:20. He could run the hurdles and jump with the best of them.

This gentleman missed his vocation when he became a railroad man. He should have purchased a baseball team in a major league city. Had this happened, he would have been in the same class with Comiskey, Weeghman, and Mack, all of whom have made enough money to buy a railroad, and not toil for a living as Bob has since he followed the "Choo Choo."

Contributions from Employees

The Traveling Man's Paradise

By B. W. Fredenburg

THE professional grouch of the grip sack profession back in the nineteenth century, who was continually goaded to desperation by poor meals, hairless mattresses and trainless schedules, seems now to have almost completely faded from our midst. To be sure we occasionally hear a sputtering murmur from some knight of the traveling bag concerning a "rotten meal" but it is a safe ten to one shot that the "rotten meal" in question was better than the food he had to sit down to back in the nineties; thus the proposition resolves itself into a slight difference without any material distinction.

Compared with the taverns he used to frequent—where the sawdust spit-boxes in the lobby were only refilled biennially—Spring and Fall, and the hired help were so un plentiful that he was obliged to assume the duties of bellhop and chambermaid or run the risk of getting in bad with the watchdog of the room keys behind the counter, the present day palatial caravansaries that almost every good sized town can boast are to him an earthly paradise.

Towns that have just emerged from the hamlet stage and struggled along for years with a "Central House" or "Depot Hotel," now point with pride to a "Biltmore" or a "Hotel de Royal" where the lobbies are decorated with oriental rugs and real easy chairs upholstered in Turkish leather, while a colored attendant in a white duck uniform does nothing but follow around with a brush and dustpan to catch the ashes as they fall from your cigars.

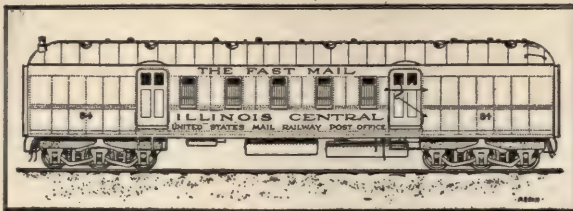
It is in the ladies' reception room, how

ever, where the excess help seems much more apparent. The sole duty of the maid in waiting, it seems, is to dust off the colonial furniture something like fifty times a day so that everything will be perfectly formal and sanitary, while in the basement the gorgeously fitted up sanitary barber shop, with professional manicure attendant, gives a metropolitan finish to the whole surroundings.

To be sure the European plan meals are stronger in prices as well as quality, but the business concern that instructs its traveling men to discourage good hotels on account of the prices is not an influential factor, and besides the head sales manager can now afford to make flying trips to the provincial communities and feel the pulse of the trade without running the risk of starving to death or being forced to depend on one train a day to get back to headquarters.

Transportation facilities are something akin to necessity to the traveling man and instead of having to wait for a 4:50 a. m. train, or lose a whole day, he can now catch an Interurban Line car almost every hour and make his schedule without pacing the railroad depot platform for hours waiting for the train that never seemed to come—way back in the nineties.

A few minutes' conversation with the "soldier of the business trenches" whose iron gray hair and easy manner proclaim a long experience on the road will convince you that, considering the manner in which the modern hotels of today are conducted, prosperity stalks rampant o'er the land.





MONUMENT TO THE SOLDIERS AND
SAILORS

Walnut Hill Cemetery. Erected by the Women's
Relief Corps of Belleville

TICKETS, PLEASE!

By Arthur Hancock.

It takes the crossing flagman to stop things. It's a darn poor engine that won't "pull" for the railway company.

The way some ticket agents can answer questions would shame an encyclopedia.

Passenger trains are not, as a rule, stock trains; but you often find on them the seat-hog.

Competition on railroads is not always the life of trade. Sometimes it is the death of it.

The old lady who pulled the bell-rope for a drink had no trouble in getting it.

If you want to please the conductor, have your tickets ready.

One of the most important assets of a railway, but seldom in the limelight, is the section man.

There is a lot of responsibility in the end of a telegraph operator's finger.

Sometimes the man who won't look out for danger, has no chance to look out for anything else.

Some men will plant their dirty shoes on the seat cushions of a coach who wouldn't think of doing such a thing at home.

Trains stop so quietly these days that even the sleeping cars don't wake up.

A Letter of Appreciation from a Graduate of the Fifty-Seventh Street Training School

Mason, Ill., January 21, 1916.

Mr. A. E. Barton,
Instructor Illinois Central Training School,
Chicago, Ill.

Dear Sir:

You will please pardon me, as I know you are a very busy man, for taking up a portion of your valuable time, but I feel it is a duty I owe, to extend to you many thanks for what you did for me the two weeks' stay in your school.

First, because of the thoroughness of your school, and the up-to-date methods, the many points you brought out in railroad work, which in my five months' work I can see why you emphasized them so much. Railroad work requires it.

Second, because I was one that did not receive a rebuke from you.

Third, for the favors you showed me in looking after the storing and checking of my baggage, and the good advice you gave me on the outside, especially advising me not to go to Sioux City as freight checker, and last, but not least, for the location you gave me. I have a gentleman in every respect to work with. He is kind, willing and ready to help and direct me. He gives me lots of work to do, but that is exactly what I want. I want the experience. There is only one fault I have with him, he doesn't give me enough to do.

I have become attached to the people here, and only wish that I was the agent instead of helper.

In conclusion, I again thank you. Give the boys my respects and best wishes, and also h——, if they need it.

With best wishes to you and Mrs. Barton, I remain

Yours very truly,
ARTHUR ALLEN.

A Letter of Thanks from a Patron of the Illinois Central Railroad for Courteous Treatment by Conductor E. M. Winslow

Onarga, Ill., January 17, 1916.

Superintendent Illinois Central Railroad Company,
Chicago, Illinois.

Dear Sir:

On the evening of the 13th, I left Chicago on the local express train that leaves Chicago at about 8:20; think the number of train is No. 21.

I could not help but notice the way in which the conductor looked after the interests of the patrons as well as the Company. This particular evening was exceedingly cold. He went through the train and pulled down all the curtains. Around the drinking fountains, where some water had been spilt and frozen, he gathered up old newspapers and placed them on the floor over the ice so there would not be any one hurt by slipping. At every place the train stopped, he was out watching the passengers off of the train and cautioning them about slipping. As I employ a good many men myself, his actions could not help but draw my admiration. If I could get my men to take an interest in my business like this Conductor did in his train, it would certainly mean a big saving to me during the year.

I do not know this Conductor's name, but he was a small man with very gray hair. I presume there is something wrong with this man that I do not know about, or he would not be running the passenger train at his age.

Very truly yours,

W. D. RANKIN,

The following letter is another indication that courtesy of employes to patrons is a valuable asset to the railroad:

New York City, January 2, 1916.

Mr. T. E. Hill, Supt., I. C. Railroad, Louisville, Ky.

Dear Sir:—On a recent trip to Mississippi, by way of Louisville, I met with unusual courtesy at the hands of your Mr. Harvey, conductor of train leaving Louisville at 9:45 p. m.

With best wishes for the continued success of the I. C. R. R. and my best thanks to Mr. Harvey, I am

Yours very truly,

(Signed) Miss Blanche Colton Williams.





Belleville Ill.



Public Square

Street Scenes



Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During December the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: K. F. Emmanuel, T. C. White, J. Powers, M. G. Heldenbrand, Margaret King, Kittie Dolan.

Suburban Flagman H. T. Best, on train No. 280, December 21st, lifted employe's suburban pass account being in improper hands and collected cash fare.

Conductor E. S. Winslow, on train No. 2, December 1st, declined to honor card ticket, account having expired and collected other transportation. Passenger was referred to Passenger Department for refund on ticket.

Conductor D. S. Weigel, on train No. 23, December 3rd, declined to honor local ticket, account having expired. Passenger refused to pay fare and was required to leave the train.

On train No. 23, December 20th, he declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor H. B. Jacks, on train No. 4, December 17th, and No. 5, December 21st, declined to honor card tickets, account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

St. Louis Division

Conductor A. E. Reader, on train No. 23, December 5th, No. 22, December 14th, and No. 1, December 29th, declined to honor card tickets, account having ex-

pired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

Conductor W. C. Walkup, on train No. 208, December 9th, and No. 201, December 13th, declined to honor card tickets, account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

On train No. 208, December 21st, he declined to honor going portion of round trip ticket, account returning portion being missing and collected cash fare.

On train No. 208, December 30th, he lifted telegraphic pass, account having expired, and honored other transportation.

Conductor G. Carter, on train No. 506, December 12th, declined to honor card tickets, account having expired, and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

Conductor H. W. Bibb, on train No. 624, December 27th, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Springfield Division

Conductor O. H. Lawson, on train No. 19, December 7th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor T. J. Boyle, on trains Nos. 101 and 102, December 22nd, declined to honor card tickets account having expired, and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

Indiana Division

Conductor E. N. Vane, on train No. 303, December 4th, declined to honor local ticket, account having expired, and collected cash fare.

Wisconsin Division

Conductor G. Neiman, on train No.

195, December 1st, declined to honor card ticket account having expired and collected cash fare.

Conductor J. B. Stewart, on train No. 120, December 4th, and No. 131, December 6th, declined to honor card tickets, account having expired, and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

Conductor J. H. Quinlan, on train No. 14, December 14th, declined to honor card ticket account date of sale having been erased, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

On train No. 13, Dec. 30th, he declined to honor going portion of trip pass, account returning portion being missing, and collected cash fare.

Conductor B. Lichtenberger, on train No. 131, Dec. 23rd, declined to honor card ticket account having expired and collected cash fare.

Kentucky Division

Conductor W. Y. Hansbrough, on train No. 104, December 16th, lifted mileage book, account being in improper hands, and honored mileage from another book to cover trip.

Conductor F. P. Coburn, on train No. 132, Dec. 17th, declined to honor card ticket account date of sale having been erased and collected cash fare.

Tennessee Division

Conductor W. A. Graham, on train No. 5, December 7th, declined to honor foreign interline ticket, account having expired, and collected cash fare.

Conductor J. W. Robertson, on train No. 121, December 25th, declined to honor mileage book, account having expired, and collected cash fare.

Conductor H. L. Palmer, on train No. 10, December 25th, lifted mileage book, account being in improper hands, and collected cash fare.

Mississippi Division

Conductor J. Sitton, on Train No. 104, December 8th, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor H. W. Caldwell, on train No. 131, December 13th, declined to honor returning portion of card ticket, account having expired, and collected cash fare.

Conductor J. T. Nason, on train No. 23, December 14th, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor C. M. Anderson, on train No. 1, December 26th, declined to honor local ticket calling for transportation in the opposite direction. Passenger presented mileage book to cover trip.

Louisiana Division

Conductor Wm. Trafton, on train No. 1, December 1st, lifted 54 ride ticket, account having expired, and collected cash fare.

On train No. 4, December 9th, he declined to honor returning portion of card ticket, account having expired, and collected cash fare.

Conductor W. Moales, on train No. 34, December 7th, declined to honor mileage book, account having expired. Passenger presented another mileage book to cover trip.

On train No. 34, December 19th, he declined to honor mileage book, account having expired, and collected cash fare.

Conductor A. E. Broas, on train No. 34, Dec. 8th, declined to honor mileage book, account having expired. Passenger refused to pay fare and was required to leave the train.

On train No. 34, December 12th and 22nd, he declined to honor mileage books, account having expired, and collected cash fares.

Conductor L. E. Barnes, on train No. 6, December 12th, lifted mileage book, account being in improper hands, and collected cash fare.

Conductor R. E. McInturff, on train No. 503-303, December 15th, lifted identification slip, Form 1572, account being issued in error, and collected cash fare.

Conductor G. O. Lord, on train No. 32, Dec. 18th, lifted employe's term pass, account identification slip having been altered, and collected cash fare.

Conductor T. A. Moore, on train No. 24, December 19th, lifted employe's term pass, account identification slip having been altered. Passengers refused to pay fare and were required to leave the train.

Conductor E. S. Sharp, on train No. 31, December 24th, lifted 30 trip family ticket, account being in improper hands, and collected cash fare.

Conductor W. E. McMaster, on train No. 4, December 27th, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Memphis Division

Conductor J. S. Lee, on train No. 303, December 6th, declined to honor mileage book, account having expired. Passenger presented another mileage book to cover trip.

Conductor G. T. Reeves, on train No. 523, December 13th, and No. 304, December 27th, declined to honor card tickets, account having expired, and collected cash fares.

Conductor B. H. Dameron, on train No. 331, December 28th, declined to honor returning portion of Sunday excursion ticket, account having expired, and collected cash fare.

Vicksburg Division

Conductor R. C. Buck, on train No. 144, December 1st, lifted mileage book, account being in improper hands, and collected cash fare.

Conductor J. R. Hoke, on train No. 12, December 5th, declined to honor card ticket calling for transportation in the opposite direction and collected cash fare.

New Orleans Division

Conductor C. E. Gore, on train No. 33, December 1st, declined to honor returning portion of card ticket, account having expired, and collected cash fare.

Conductor A. L. Williams, on train No. 733, December 8th, declined to honor mileage book, account having expired. Passenger presented another mileage book to cover trip.

On train No. 33, December 10th, he declined to honor 54 ride ticket, account having expired, and collected cash fare.

Conductor H. B. Cook, on train No. 507, December 18th, lifted 54 ride ticket, account being in improper hands, and collected cash fare.

Conductor R. E. Cook, on train No. 15, December 22nd, declined to honor mileage book, account having expired, and collected cash fare.

On train No. 21, December 29th, he lifted mileage book, account being in improper hands, and collected cash fare.

Conductor M. J. Moody, on train No. 15, December 28th, lifted 54 ride ticket, account having expired, and collected cash fare.

Springfield Division

Brakeman R. O. Bratcher has been commended for discovering and promptly reporting broken bolster on ajax truck under I. C. 95406, at Vandalia, Ill., November 13, 1915, thereby avoiding possible accident.

Brakeman John Lamon has been commended for firing engine No. 1538 extra south, Decatur to Pana, December 11, 1915, account of regular fireman becoming sick.

Brakeman E. R. Banks has been commended for discovering fifteen inches of flange missing from T. St. L. & W. car 2432, at Ramsey, December 20, 1915. Proper report was made, resulting in car being set out, thereby avoiding possible accident.

Illinois Division

Conductor C. Squires, Extra 1509, has been commended for discovering and reporting I. C. 86814 without light weight stencilled on it. Arrangements were made to have car restencilled.

Conductor C. H. Martin has been commended for discovering and reporting I. C. 42973 improperly stencilled. Arrangements were made to have correction made.

Yard Clerk L. R. Deany, Gilman, has been commended for discovering and reporting I. C. 39407 without any light

weight stencilled on it. Arrangements were made to have car stencilled.

C. A. Beasley, extra 1663, has been commended for discovering and reporting I. C. 67305 improperly stencilled. Arrangements were made to have correction made.

Signal Maintainer E. Bucus, Monee, has been commended for discovering I. C. 122654 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Agent L. P. Cailey, Danforth, has been commended for discovering and reporting I. C. 67305 improperly stencilled. Arrangements were made to have correction made.

Conductor J. J. Monahan, Extra 1647, has been commended for discovering and reporting I. C. 106823 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Fireman F. A. Chapman has been commended for discovering some timber which obstructed the south bound main track one mile north of LaCleda, December 6th, and taking the necessary action to have obstruction removed, thereby preventing possible accident.

Conductor E. H. Cassidy, extra 136, has been commended for discovering and reporting rail broken in two places in track No. 1 at Kankakee Hospital.

Conductor F. Van Meter, extra 1643, has been commended for discovering and reporting C. G. W. 60727 with 15 inches of flange gone.

Brakeman W. H. Burnside, extra 1543, has been commended for discovering and reporting I. C. 85101 with cracked wheel.

J. W. Meadows, Freight Brakeman, Extra 1578, has been commended for discovering a pair of wheels sliding on No. 9. He immediately gave this train a stop signal and train was stopped and air was released from the brakes which were sticking on the wheels.

C. M. Carbaugh, clerk at Belleflower, has been commended for discovering and reporting D. S. K. 1632 off center, January 8th.

Conductor J. F. McWilliams, train 3, January 13th, has been commended for discovering and reporting a broken rail

north of drainage ditch between Paxton and Ludlow.

Flagman T. J. Hardsock has been commended for action taken in rescuing a small girl at Mattoon, January 7, who ran in front of a coach.

Minnesota Division

Station Helper Arthur Wilhelm, Dyersville, has been commended for discovering and reporting brake beam down on I. C. 150551, train 62, January 6.

Station Helper W. H. Weir, Jesup, Iowa, has been commended for discovering and reporting brake rod dragging on car in train No. 60.

I. F. Elliott, brakeman, Dubuque, has been commended for discovering and reporting broken flange on C. B. & Q. 175267, while switching at Gilman, January 1st.

Wisconsin Division.

Conductor W. M. Riley has been commended for discovering broken arch bar on I. C. 120,159, November 28th, La Salle, Ill.

Conductor R. E. Barlow has been commended for discovering broken arch bar on I. C. 120,423, December 7th, Oglesby, Ill.

Conductor R. Boshelle has been commended for discovering broken arch bar on I. C. 120,093, December 16th, Bloomington, Ill.

Conductor J. L. Mathews has been commended for discovering broken arch bar on I. C. 120,129, December 21st, Amboy, Ill.

Conductor W. M. Riley has been commended for discovering broken arch bar on I. C. 120,640, December 22nd, La Salle, Ill.

Conductor W. M. Riley has been commended for discovering broken arch bar on I. C. 120,823, December 24th, La Salle, Ill.

Conductor F. A. Hume has been commended for discovering broken arch bar on I. C. 120,196, December 31st, Heyworth, Ill.

Conductor E. F. Burns has been commended for discovering broken arch bar on I. C. 120,298, January 5th, Oglesby, Ill.

Conductor B. J. Kuhn has been commended for discovering broken arch bar on I. C. 120,544, January 7th, Minonk, Ill.

Conductor E. F. Rockwell has been commended for discovering broken truck on M. & O. 11,700, December 15th, Haldane, Ill.

Conductor S. B. Mabey has been commended for discovering brake beam down under Mail Car 247, December 18th, Dixon, Ill.

Conductor E. F. Burns has been commended for discovering broken arch bar on I. C. 120,614, January 17th, Mendota, Ill.

Conductor J. L. Graham has been commended for discovering broken arch bar on I. C. 120,424, January 20th, Polo, Ill.



LOCAL TALENT and EXCHANGES



CASEY JONES' WORK REPORT.

By T. M. Street, Machinist.

Pack both pistons and valve stems, too,
Tighten rocker boxes where bolts go
through.

Bell ringer won't work, whistle won't blow,
Oil in the lubricator will not flow.

The flues are leaking and the fire won't
burn,

The dump is broken, and the grates won't
turn.

Valves are blowing and piston rings, too,
Be sure and put on right main shoe.
Brakes leak off and tripples blow,
Pump governor sticks and pump runs slow.
Grind in chucks and right steam ram,
Tank is dirty, injector nothing but a sham.
Raise engine in front and on left back box,
Tighten right steam chest and cylinder
cocks.

Clean brake valve—I hate to ask it,
Please put in new body gasket.
Engine won't steam, examine front end,
Fix leaks in train line where it bends.
Tighten bolts in front and back drawheads,
All these bolts have stripped threads.
True down wedges, close all guides,
Stay bolts leaking in fire box sides.
Take up slack, shorten drawbar,
Right crosshead travels forward too far.
The tires are stripped, and eccentrics, too,
Cab roof leaking and rain comes through.
Be sure and clean tank brake tripple,
Fix leak in right brake cylinder.
File and line all main rod brasses,
Put in new lubricator glasses.
Grind all gauge cocks bottom checked up,
Put on right front side rod cup.
Headlight leaks and chimneys break,
Fix this now for the good Lord's sake.
Coal grates broken, won't hold coal,
Tank is leaking and full of holes.
Fix hole in running board under engineer's
feet,

Be sure and put down a shoveling sheet.
Throttle needs packing, put in a few rings,
Reverse lever latch needs new springs.
All tank truck journals are badly scored,
Wash boiler, and see that the flues are
bored.

Tank springs are broken, front and back,
Piston travel too long, take up slack.
Right front tank truck has broken arch bar,
Tender is leaning to the right too far.
Right side rod needs a new bushing,
Engineer's seat needs a new cushion.
There is more that I have forgot,
But fix all this and get some spot.

IT SHO' FAVORS MASSA'S HOG.

By Archie L. Washington, Memphis, Tenn.

Put de big pot on de fireplace,
Fill it full of water, Joe,
Ise gwine out an' git a possum,
Any better you het not no.

Goodlow, try and git a fat one,
Massa's got some moity poe,
So when we stire up de craklins
Have nuff grease to mix de doe.

Little Joe, a brighteyed lad,
Makes the fire in haste, you know,
Sits down in the corner glad,
Listening to hear dad open the door.

Look here, hog, don't you holler,
Ise sure gwinter carry you home;
Git on your back, let me in your collar.
Massa will never gnaw on your bones.

Say here, hog, what you doin'?
Breathe, an' let dat blood come flyin',
Guess you thought I was only foolin',
Layin' here trying to keep from dyin'.

Yes, ole lady, I caught a fine one,
Rover an' put treed by de log,
An' I would er caught a nudder one
Had it not been for de fog.

Gee, look what a great big possum
Rover and Put treed by de log;
Do I reckon its a possum,
But sho' favors massa's hog.

Belleville Stove & Range Co

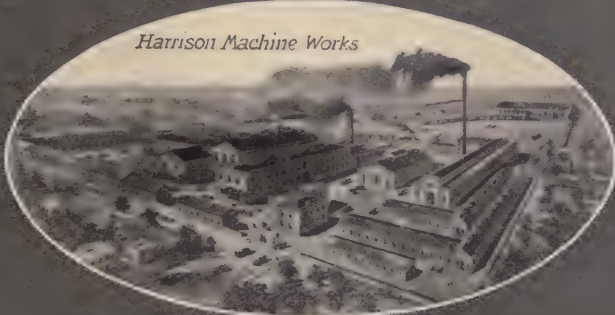


*Hentsler & Henniger
Foundry & Mach Wks*



Some Industries of

Harrison Machine Works



Belleville Ill.

Belleville Brick Co.



Eagle Foundry Co.



A Laugh or Two

The Last Word

Two Pullman porters, representing different railroads, met off duty and progressed from friendly gossip to heated argument. Their quarrel centered about which one worked for the better road. Their claims, figures and arguments came fast and furious.

At last the tall, thin porter settled the dispute with these classic words: "Go on, niggah; we kills mo people den you fellahs tote."—*San Francisco Argonaut*.

The Verdict

George Ade, at the Chicago Athletic Club, looked up with a yawn from a Nish dispatch announcing another Austrian defeat.

"Austria began this war," he remarked, "and now in her extremity, the world is saying to her:

"'Servia right!'"

Mighty Quick Word

Some time ago a young farmer who had joined the army and gone to the Philippines, sent a cablegram to his father. The day after the arrival of the message the father was speaking about it to a farmer friend.

"Great thing is that telegraf, Josh," remarked the father. "Jes' think, o' that message comin' all them thousand miles!"

"Yes," was the hearty response of Josh, "an' so thunderin' quick, too."

"Thunderin' quick!" exclaimed the father. "Well, I should say so! When I got that message the mucilage on the envellup wasn't dry yet."—*Philadelphia Telegraph*.

The Bellicose Kaiser

At the French consulate in Cleveland the Viscomte Jean de Camp of Aix said in excellent English to a reporter:

"This terrible European trouble has

all been the fault of the German emperor. They who try to exonerate the theatrical, bombastic, fierce and treacherous German emperor speak feebly and ignorantly. Their apology is like the old lady's.

"The German emperor," said the old lady's husband, looking up from his newspaper, 'has got very bellicose again.'

"Why," said the old lady, 'according to his latest photographs he seems much thinner to me.'

His Excuse

Wife (after callers had gone)—How dare you scold me before company?

Hub—Well, you know, my dear, I don't dare to do it when we are by ourselves.

Heard in a Divorce Court

Judge (to woman asking separation)—How long have your relations been unpleasant?

Woman—Your honor, my relations have always been pleasant; it's his relations that are the old grouches.

In a Hobble Skirt

"I suppose, farmer, that the crows created the usual havoc with your corn this year?"

"Gawsh, no! I put up er scarecrow dressed in the kind of rig the women are wearin' nowadays, and it scared the daylight out of 'em."

Easy

Georgia Lawyer (to colored prisoner)—"Well, Ras, as you want me to defend you, have you any money?"

Rastus—"No; but I'se got a mule, and a few chickens, and a hog or two."

Lawyer—"Those will do very nicely. Now, let's see—what do they accuse you of stealing?"

Rastus—"Oh, a mule and a few chickens and a hog or two."—*Kansas City Star*.

NEWS of the DIVISIONS

A copy of "Locomotive Engine Running and Management" by Angus Sinclair is at hand. This book is filled with information which undoubtedly will be of value to locomotive engineers.

Springfield Division.

Mr. J. H. Rosenbaum, formerly of Champagne, has taken charge, as General Foreman, of Clinton Shops.

Mr. Carroll E. Jordan went to St. Louis to take a look at the Union Station.

Mr. Victor Hines, Timekeeper in the Car Department has resigned. His successor is A. E. Jordan.

Mr. H. F. Horn, Fireman, has returned to work after a short Honeymoon trip.

Mr. R. T. Ohley, Machinist, was called to his home in Detroit, Michigan, due to the serious illness of his mother.

Mr. E. J. Summers, Engineer, will visit in Jacksonville, Fla.

Mr. P. T. Sheehan, Cinder Pit Man at Rantoul, Ill., was called to Chicago, account serious illness of his brother.

Mr. Nathan Manley, Machinist Handyman, will visit in Indianapolis, Ind.

Mr. H. E. Zook, Fireman and G. C. Putnum, Roundhouse Clerk, will make their annual visit to Bellefontaine, O.

Mr. John McIntire, Machinist Helper, is preparing for a trip to Auburn, Ky.

Mr. Jack Agee, Fireman, is back in the service after being away on leave of absence.

Engineer G. W. Bayles has returned to service after spending a three months' leave of absence in Montana.

Engineer George Simpson is confined to the hospital with pneumonia.

The new wash rooms at Clinton Shops will be ready for use in a short time.

Wisconsin Division.

Mr. John J. Sullivan, Road Supervisor, retired January 1, 1916; was succeeded by Mr. C. G. Bryan, Assistant Engineer of the Wisconsin Division.

Mr. Bryan was succeeded by Mr. P. F.

Lyons, who was promoted from the Chicago offices. Mr. Lyons was formerly located on this Division in the capacity of Rodman.

The promotion of Mr. Bryan and Mr. Lyons comes to them well deserved and we wish them the best of success.

Vicksburg Division.

Mr. G. C. Bounds, our popular Agent at Midnight, has been on the sick list for the past few days, but is better now.

Trains No. 435 and No. 436 have been pulled off on the Silver Creek District, between Silver City and Vicksburg, account high water condition.

Mr. G. A. Williams, Agent, Louise, Miss..



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Strong
Beautiful
Eyes.**

Oculists and Physicians used Murine Eye Remedy many years before it was offered as a Domestic Eye Medicine. Murine is Still Compounded by Our Physicians and Guaranteed by them as a Reliable Relief for Eyes that Need Care. Try it in your Eyes and in Baby's Eyes—No Smarting—Just Eye Comfort.

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Chicago**



has been trying to invest some of his surplus money in the rich soils around Louise. We wish him success, and that he will make a thousands bales this year.

We are very sorry to loose our popular Conductor and Flagman off of trains No. 435 and No. 436, but Billie does not seem to worry; he claims that he can curve it on the main line. Bill Ellis has a leave for a few days to make a pleasure trip to Boloxi, Miss.

We will have Conductor Ellis on the fast Dog trains No. 598 and No. 599 between Holly Bluff and Yazoo City next week. We regret to loose Conductor Kaigler.

Engineer Hatchett and Dunk McKeller do not worry about the man bumping them, as Ed says that he has been sinking some of that overtime change.

Conductor Crichlow will handle the baggage and express on trains No. 598 and No. 599 between Holly Bluff and Silver City during the time that trains No. 435 and No. 436 will be off; that put a little more to Henry's house rent and coal bill.

Mr. J. W. Doude, Midnight's popular Section Foreman, has been promoted to the position of Extra Gang Foreman. The Foremen of the Silver Creek District are very glad to see Mr. Doude advance in promotion.

Mr. L. R. Nabers, our Foreman at Holly Bluff, is the proud father of a nine-pound baby girl.

Mr. W. J. Cowart, Agent, Holly Bluff, will soon have to vacate his house on account of high water; will occupy part of the depot, during the water; looks like the Company would raise the Agent and Foreman's house at this station; I know that it would be appreciated by both Mr. Cowart and Mr. Nabers.

Mr. W. A. Mitchell, Agent at Gunnison, Miss., had the misfortune of falling from a ladder and receiving injuries to the extent that he is unable to attend to his station duties, and is now at his home at Homestead, Fla.

Road Master Mr. J. W. Welling has just recovered from a case of La Grippe and Tonsillitis; we are glad to see Mr. Welling is now able to perform his official duties.

Former Road Master Mr. G. F. Arthur, who is now this Company's Representative with the Valuation Party of the Interstate Commerce Commission, is doing the "Valuation Stunt" on the Vicksburg Division.

Traveling Time Inspector Mr. R. R. Rose was noted on the Vicksburg Division the latter part of January.

Mr. L. M. Seago, Agent Longwood, Miss., has handed in his resignation as Agent. Mr. Seago was relieved by Mr. W. S. Ford, who has been in the employ of the Company as Flagman for the past two or three years. This change was effective January 27, 1916.

Mr. P. R. Henderson, Masonry Inspector, was noted in Greenville the early part of January, arriving at Greenville on train No. 15, night of December 31. "P. R." came all the way from Illinois to spend New Year's day in Greenville.

Mr. Tom Brennan, Former Chairman on the Vicksburg Division, spent a couple of days with his Greenville friends, while on his vacation.

Mr. Robert A. Hallette has accepted position as Clerk in Supervisor Shropshire's office, vice Mr. Fred Moser, resigned.

Division Accountant M. P. Massey, Assistant Accountant B. F. Simmons, and Time Keeper, J. W. Gray attended the Accountants' Meeting at Memphis, January 27, and report an interesting meeting.

Mr. Wright Chenault has been promoted to position as Second Assistant Accountant in Superintendent's Office. Mr. Chenault was formerly employed as Clerk to Train Master; he was relieved by Mr. Oliver Crandall.

Dispatcher L. R. Swicher has returned to his post of duty after being off several days on his vacation.

Mr. Neville Buck has accepted position as Night Ticket Agent at Greenville, relieving Mr. H. R. Davis, who resigned from the employ of this Company.

Chief Dispatcher Mr. J. M. Chandler, accompanied by his wife, made a business trip to Memphis, January 15, returning the following day.

Superintendent Mr. T. L. Dubbs, attended Expense Meeting at Chicago, January 27-28.

All the many friends of Mr. and Mrs. J. M. Simmons are pleased to know that their young son, Jake, Jr., has fully recovered from a very serious case of Bronchial Pneumonia.

Account of trains 435-436 out of service temporarily, due to high water conditions. Engineer Jack Leach has returned to his old run, trains 38-45, relieving Engineer C. W. McCaul.

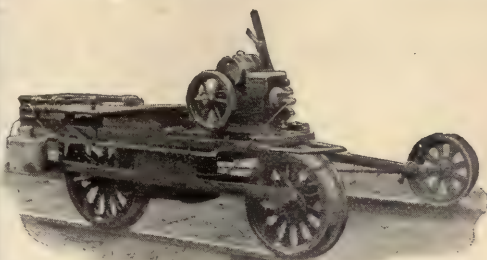
Special Agent Mr. George McCowan spent Sunday in Greenville, January 30, mingling with friends. Of course it is needless to say that "George" is always welcome.

Mr. Leonard Olin, Tonnage Clerk in Superintendent's Office, spent Sunday, January 29, with his mother at Vicksburg, Miss.

Free to Our Readers

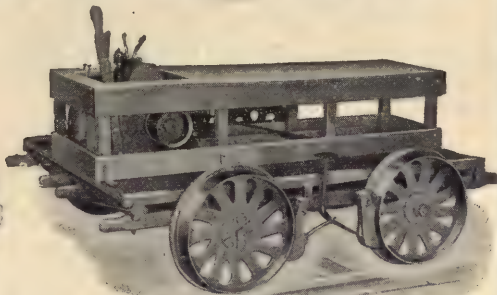
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The picture above shows a hand speeder which has been converted into a motor speeder with our new 2½ H.P. "Casey Junior" engine. The manner of attaching is so clearly shown in the picture that description may be unnecessary. Almost any kind of speeder, whether three-wheel or four, can be converted into a motor car at a trifling expense. As this engine weighs only 80 lbs. it adds very little to the weight of the car, yet develops 2½ H.P. brake test. The picture below shows the comparative size of engine with the man. It can be lifted like a chunk of stove wood, yet will propel a speeder at a rate of 15 to 35 miles an hour, with a gasoline consumption of 40 to 50 miles per gallon. Price with complete equipment, \$60.00 cash, or \$65.00 with monthly payments of \$5.00 each. Write for 1916 Catalog.



"Casey Jones"

This engine is so well known that description is hardly necessary to the railroad public. Over 10,000 section men are now enjoying the comforts of owning this engine. It is the only engine of its kind in existence that starts, stops, and reverses, like an automobile, without getting out of the seat, and can be thrown into low or high gear, or neutral, by simply shifting a lever. Will run on low gear so slow that you can walk along and pick up material on the Right of Way, or thrown into high and speeded up to run away from an express train.

Price with complete equipment ready to install on hand car, \$85.00 cash, or \$90.00 with monthly payments of \$5.00 each. Send for 1916 Catalog.

Make a Motor Car of Your Hand Car or Speeder



Changing a hand car into a motor car is a job that can be done in a couple of hours by anyone. The work consists simply of disconnecting the handle bars, remove the hand car gears, take out a couple of boards from the car platform, fasten the split pulley to the driving axle, bolt the engine to the car platform with four bolts, and connect the belt. The engine comes with outfit complete ready to install. Nothing to buy—nothing to wait for. Connect the battery wires, fill the tank with gasoline, and you have the most up-to-date and modern motor car that money can buy.

To Convert a Speeder is almost as easy. Sometimes requires a new driving axle which can be had from any machinist or blacksmith, but ordinarily the driving pulley can be attached in place of sproket.

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An Exceptional Case

She had risen several times to let a gentleman pass out between the acts.

"I am very sorry to disturb you, madam," he remarked apologetically, as he went out for the fourth time.

"Oh, don't mention it," she replied pleasantly. "I am most happy to oblige you; my husband keeps the refreshment bar."

How They Arranged It

Passenger—Your trains always used to be late. Today I arrive twenty minutes before departure time and find my train gone.

Station Master—Ah! Since our new manager took charge, we are trying to make up for lost time.—*Journal Amusement.*

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ILLINOIS CENTRAL MAGAZINE



Street Scene, Business Section,
Birmingham, Alabama

MAR.

1916



48 inch Lock Joint Pipe installed under 62 ft. Trestle. View before fill was placed.

LOCK JOINT CAST IRON CULVERT PIPE

Approved by Engineering Dept. of I. C. R. R.

Designed especially for Railroad Requirements. Mfgd. from Ala. Pig Iron in 3, 4 and 5 ft. lengths with Interlocking Joints.

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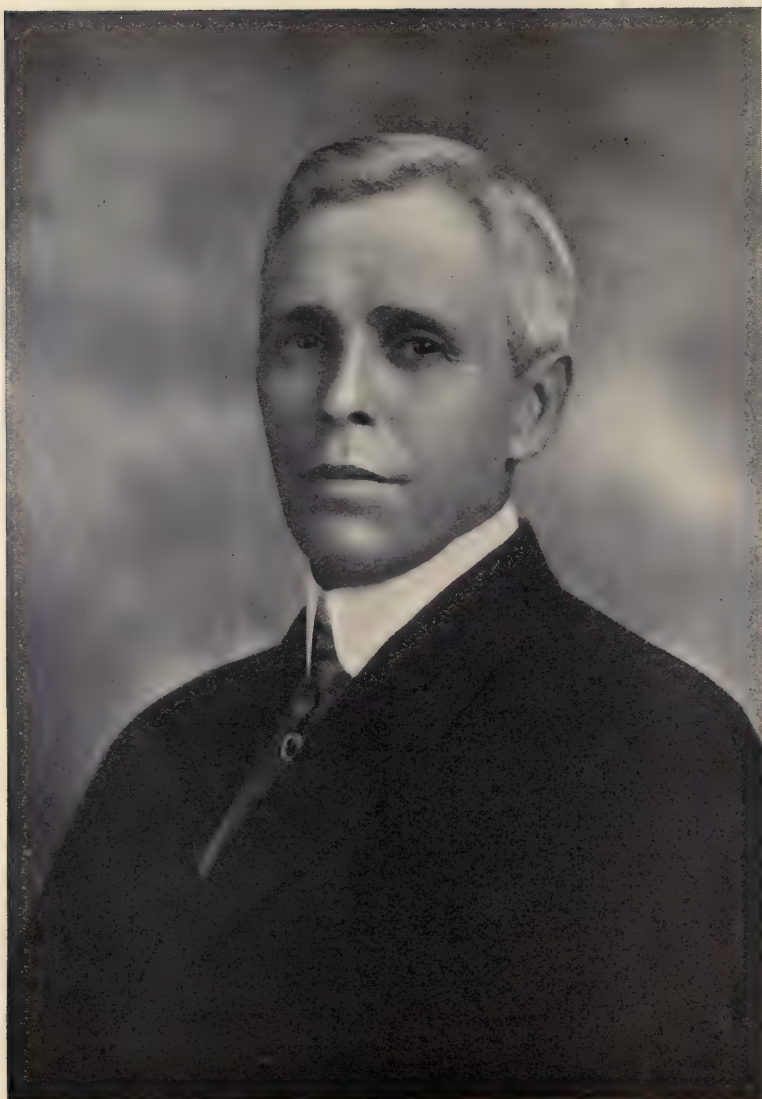
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E. F. STOVALL

Edgar F. Stovall, general agent, Birmingham, Ala. Born McNairy County, Tenn. Entered service Mobile & Ohio Railroad in 1886 as telegraph operator. Entered service Newport News and Mississippi Valley Co., now Illinois Central, as cashier at Memphis in 1891. Served as agent, Paducah, Owensboro, Louisville, Ky., and Memphis, Tenn., and was appointed general agent, Birmingham, in 1908.

ILLINOIS CENTRAL Magazine

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MARCH, 1916

No. 9

The Romance in the Industrial Growth of Birmingham Ala. Prepared by the Chamber of Commerce

THE history of Birmingham is one of the romances of city building in the United States, and an interesting study for those who would know how to make the best use of the resources of a section richly endowed by nature, full of inspiration for other Southern communities that have felt themselves doomed by circumstances to non-progress,

Cowper said: "God made the country and man made the town," and here is found an excellent illustration of the truths of the couplet, though not carrying the exact meaning intended by the poet. The country round about Birmingham was, indeed, liberally dealt with by the hand that covered the surface of the valleys with soil of unsurpassed fertility, and laid in the hills the coal and iron and other minerals that complete the tale of resources necessary to the support of a great city, and yet man built Birmingham, intentionally, intelligently, with a design that has carried through every phase of its growth and progress. From the

laying-out process in 1871 to the present time the city has been hand-made. It did not grow up from cross-roads store and blacksmith shop into hamlet, village, town, city, with streets following ancient lanes and tortuous cowpaths—narrow, crooked, as chance happened to direct, or grass seemed most inviting. It sprang from the minds of men, like Minerva from the brain of Jupiter, full panoplied, its streets and avenues straight, wide, parallel and at right angles, and all numbered so that the stranger, with simple directions, can find his way about with as much ease as the best-posted inhabitant. These great streets and avenues are now well paved, kept clean as possible and properly sprinkled.

In the matter of industries the men at the helm realized the fact that while Birmingham's location would render it an eligible place for carrying on manufacturing enterprises vast in number and importance and greatly diversified in character, still the real basis for its building was that right here coal and

iron ore in great abundance were found lying close together in nearby hills, and that, therefore, the iron and steel business must, in the nature of things, be first developed, forming the foundation for whatever other developments the future might bring forth.

Along these lines Birmingham has been built into a city of more than 135,000 people. Birmingham, however, was not built without its backsets. The first town lots were sold here in June, 1871, and before the end of the year there were more than 1,000 people here, but there was an outbreak of cholera in this vicinity a short time later that not only retarded the growth of the town, but actually caused a falling off in population. About 1879 it again started on the upgrade, and the census of 1880 showed a population slightly in excess of 3,000. The growth from that time was rapid, until the stagnation in the iron business that came in the early nineties, when for several years the town again practically stood still. With the return of prosperity to the iron business Birmingham once more began to grow and flourish, and has kept on progressing steadily and rapidly from that time until now. The following figures show how this growth has progressed between census periods:

Population in 1880, 3,086.

Population in 1890, 26,178.

Population in 1900, 38,415.

Population in 1910, 132,685.

Increase over 1900, 94,270, or 245.4 per cent.

Population in 1913, city directory, 189,000.

In treating of the iron and steel development and the coal operations so closely connected with Birmingham and what Birmingham illustrates and stands for, we must, of course, consider a good deal of territory not lying within the city limits, for, while both coal and iron ore are being mined inside the corporation lines, the vast proportion of both comes from mines not so embraced, and many of the manufacturing plants as well are situated outside the political boundaries

of the municipality, some of them in other towns and cities of considerable size. But Birmingham is the actual focal point of the developments, and therefore the entire group is summed for the description in the term "Birmingham district."

Pig-iron was made in Alabama early in the last century. Among the early furnaces were the two built by the Shelby Iron Company at Shelby in 1844. They were one-stack, 15-ton charcoal plants, and their output was used principally in the manufacture of car wheels, for which purpose it found a market throughout the entire country. In 1852 tests were made which showed the Alabama iron to be of very high quality, and in 1855 a shipment was made from the Shelby furnaces to Sheffield, England, where it was found to be the equal of the best European irons in the making of razor blades, as severe a test of its quality as could be made. Since the Civil War the iron business has increased in Alabama, until now there are 50 stacks, of which 29 are in the Birmingham district, and these 29 make by far the greater portion of the iron made in the state. Of the 29, the Tennessee Coal, Iron and Railroad Company has 15, the Sloss-Sheffield Company 4, The Republic Iron and Steel Company 3, the Woodward Iron Company 5, the Williamson Iron Company 1, and the Trussville Furnace Company 1. All these are coke furnaces, and their annual capacity is now about 2,000,000 tons. The Sloss-Sheffield Company also owns furnaces elsewhere in the state.

For a number of years the Birmingham iron makers sold their entire product in the pig, and other places enjoyed the profit secured from turning it into its various finished products, but latterly this has been changed to a large extent, and at the present time something like 60 per cent is being turned into rails, wire-rolling-mill shapes, water and sanitary pipe and other finished forms before it leaves the district. The amount of the product being thus utilized here is increasing steadily, and it is thought to be a matter of but a short time until



BIRMINGHAM, ALABAMA

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practically the entire output will be worked up in the district. This policy will be largely to the advantage of the city and the district, as it will mean the establishment and the employment of vastly more men.

The making of steel in Birmingham was not undertaken until 1897, though basic iron made here had been successfully used in the manufacture of steel elsewhere for two years. In 1897 the Birmingham Rolling Mill Company erected two 40-ton open-hearth steel furnaces, in which steel was made from the basic iron produced by the Alice furnace; close by and the results were so encouraging that the Tennessee Coal, Iron and Railroad Company a few months later began the erection of a steel mill, which was finished in 1899, and on Thanksgiving Day of that year made the first run of steel. In 1900 the district made 66,076 tons of steel, which had been increased to 305,117 tons by 1905, and reached



*Picturesque
Drives*
Birmingham Ala.



529,684 tons in 1910. The output this year will probably reach 600,000 tons, valued at about \$18,000,000.

As has been stated, the iron ore, the coal and the limestone necessary to make steel and iron are all found right here together, within the corporate limits of the city. Indeed, a portion of the Red Mountain group of mines, among the largest in the world, lie within the city limits. One company in the district secures its ore, its coal and its limestone for fluxing within a radius of five miles of its furnaces. Estimates place the amount of unmined ore in the district at 1,000,000,000 tons.

In the production of coal the state of Alabama stands sixth, the output for 1911 being 15,018,965 tons. The completion of the Panama Canal and the improvement of the Warrior River, so that coal may be carried down it in large quantities, is expected to give the coal business of Alabama a great impetus, and the prediction is made that the output of the state will reach 35,000,000 tons in 1 year and that the Birmingham district will be found producing a full half of the total amount. Of coke, Alabama made, in 1910, 3,231,399 tons, of which the Birmingham district made 2,767,568 tons.

In the making of coke, by the way, the iron makers of this district are making distinct progress by the adoption of the by-product type of ovens, by the use of which not only the coke is produced, but the gas and other elements into which coal is resolved in the process of coke-making are also saved for utilization. These ovens will reduce the cost of coke by an amount that will be plainly measurable in the reduced cost of making iron. The Woodward Iron Company and the Tennessee Coal, Iron and Railroad Company were the first to install the by-product ovens in this district, but others must follow, and it is a question of but little time until the old wasteful beehive oven will be a thing of the past throughout this entire section.

The iron making business is still in its infancy in Birmingham, so far as amount of production is concerned, and with the

rapid growth which the South seems destined to enjoy in the next few years, creating a greater demand for railway and structural steel, and the various forms into which iron may be wrought by the skill and industry of man, there will doubtless come an expansion of the business here that will vastly increase the importance of the district in the production of the world's commonest and most necessary metal.

It is not my intention, however, to devote too much space to the iron and steel interests of Birmingham, for the city has become so well known as a center for industries of that character that there is danger that its importance in other lines may be overlooked by those not acquainted with actual conditions, and who do not know of the many and varied other manufacturing establishments employed here in turning out a miscellaneous assortment of products, giving employment to an army of workmen and paying out in wages many thousands of dollars weekly. The wide range covered is shown by the following list:

Agricultural implements, gasoline engines, hoist engines, side-valve engines, artificial limbs, tents and awnings, babbit metals, bread, cakes, crackers, confectioneries, macaroni, bar iron, barrels and kegs, baskets, beds, farm bells, sash and doors, saws, scales, boilers, bolts, nuts, beverages, blank books, wooden crates and baskets, boxes, breakfast foods, cotton ties and buckles, builders' materials, brick, cement block, roofing, marble, cut stone, bridges and viaducts, brooms, candies, hats, caps, iron and steel castings, Portland cement, chambrays, clay products, chemicals, cigars, chimney pipe, coal-tar pitch, creosote oil coats, overalls, coffee roasters, coffins, coke, cornice, cotton-ginning machinery, hullers, cotton goods, hosiery, cotton presses, cottonseed oil, cottonseed meal and hulls, crates and boxing, etchings, cuts, butter, ice cream, disinfectants, drain tile, drays, dressed beef, dry-kilns, dynamite, powder, elevators, blowing engines, Corliss engines, eye glasses, wire fencing, fertilizers, fire-escapes, fire-clay products, fire plugs, fireproofing and flue linings,

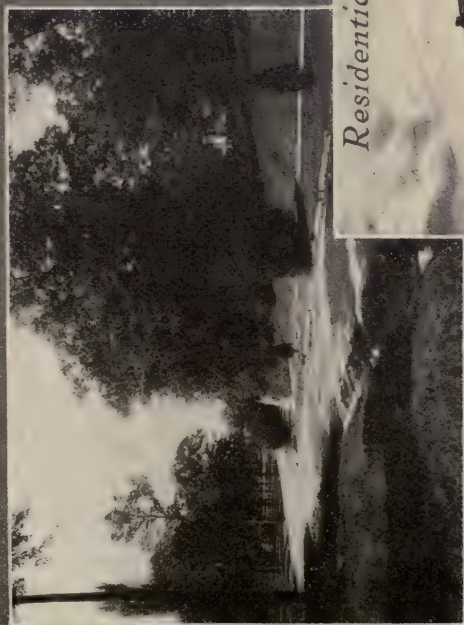
foodstuffs, forgings, brass and bronze, foundry facings, frogs and switches, furniture, cast-iron gears, cut gears, gin presses, grate bars, grate shakers, grits, shaft hangers, harness, heaters, hollow-ware, slag hot pots, ice, ink, iron rod, pig-iron, railway iron, jewelry, laundry supplies, lintels, lenses, loose-leaf ledgers, leaves and indexes, lumber, macaroni, manhole sewers, mattresses, cornmeal, medicines, monuments, mosquito bars, nails, overalls, paints, pants, paving brick, cotton and feather pillows, gas and water pipe, soil pipe, rubber stamps, saddles, suitcases, sample cases, seal presses, stencils, skylights, bed springs, spaghetti, steel billets, store fronts, stoves, structural iron, sugar machinery, tarpaulins, textile products, tile fireproofing, mosaic tile, tile roofing, tombstones, towers, tanks, trunks, turnbuckles, undertakers' supplies, vinegar, cast-iron washers, engraved goods, wire and rods, working garments.

Prominent among these enterprises, in addition to those making iron and steel, are those engaged in making car wheels, engines, fertilizers, brick, sewer pipe, tile and other clay products; cement, lumber and wood products generally; cotton gins, cotton cloth, bakery products and garments of various kinds. As showing the size and importance of some of these, it may be mentioned that one bakery and confectionery, making bread, cakes and candies, uses one carload of sugar and two of flour daily. The output of the brick plants reaches 7,000,000 a month, in addition to the tile sewer pipe and kindred products. Birmingham is among the world leaders in the manufacture of cotton gins, and the machines made here are sent to every country and every sections of country wherein cotton is produced. The cement plants turn out a large amount of Portland cement which ranks very high in all this section. The fertilizer factories employ 1,500 men and make 100,000 tons of fertilizers annually, valued at \$2,000,000, which they distribute all over the southeast. Car wheels, both for standard gauge and logging cars, are made in large numbers, and logging cars and mine cars complete manu-

factured here are shipped to all parts of the country.

It is not possible to give a full list of Birmingham's industrial establishments, because no full list has been compiled, the United States census not listing those smaller concerns of which there are scores, and which add so largely to the aggregate product of the city, and not including in its Birmingham reports those doing business outside the corporate limits, though they are to all intents and purposes, except those of census taking, Birmingham establishments. But the figures the census reports do give show that between 1904 and 1909 the number of manufacturing plants in Birmingham was increased 103 per cent, the capital invested in them 313 per cent, the cost of raw materials used 255 per cent, the number of employes 170 per cent, the amount of wages and salaries 166 per cent, and the value of the output 178 per cent. The territory embraced within the limits of the city in 1909 was greater than in 1904, which accounts for some of the large percentage of increase, but the larger part represents growth, and not boundary extension.

There are opportunities here for great expansion in manufacturing, the most striking being found in plants for the production of sanitary and toilet articles, road-making machinery, boilers, furniture, twine, household and office supplies, sash, doors, blinds, building hardware, glassware, steam pumps, fertilizer and phosphate machinery, chains, pottery, porcelain, tiles, hosiery, shirts, ties, suspenders, men's and women's clothing. The advantages to be found here for manufacturing these things are accessibility both to raw materials and to rapidly expanding market, transportation facilities furnished by nine great railroad systems represented by lines entering Birmingham, together with abundance of cheap power furnished in electric form if desired, or to be generated at the individual plant by the use of cheap coal, if that plan be preferred. Electric current is now being supplied to plants doing business here at a price considerably less than that charged in most cities of like size. It is



Birmingham Ala.

Street Scenes



Residential Section



Street Scenes
Residential Section
Birmingham, Alabama



generated at present by the use of coal, but the waters of the Coosa and Warrior rivers offer fine opportunities for the development of hydro-electric plants, and their currents will soon be harnessed to the machinery of the Birmingham district. On the Warrior River work is already going forward by which power will be secured from the water running over the dams built by the government in canalizing the river for navigation, and it is calculated that 22,000 horsepower will be developed in this way. The Coosa will also soon be the scene of large developments.

This city is rapidly growing into a wholesale center for a wide scope of territory throughout Alabama, Mississippi, Georgia, Tennessee, the Carolinas, Louisiana and Texas, and shipments, especially of machinery, are regularly made to Central and South America, Cuba, Porto Rico, Panama and other countries to the south. The list of things handled by Birmingham jobbing houses comprises asbestos supplies, bakery products, barber supplies, hosiery, notions, millinery, boots and shoes, bottles, coca-cola, building materials, hats, seeds, wallpaper, candies and confectionery, buggies, carriages, wagons, cigars, vinegar, show-cases, paper, produce, tobacco, coffee, tea, spices, photographers' supplies, paints, oils, packing-house products, sugar, dental supplies, drugs, mill supplies, machinery, meal, wool, hides, dry goods, electrical supplies, explosives, fish, oysters, flour, feed, grain, fruit, furniture and fixtures, groceries, hardware, leather, leather goods, hides and numerous other staple articles.

Of these, the largest business is done in groceries, hardware, lumber and dry goods, the annual sales in these lines aggregating more than \$30,000,000, while the others probably carry the total well above \$50,000,000. Sales of \$10,000,000 annually are said to make this the chief hardware market in the South, while a business of \$3,000,000 annually makes it a strong pine lumber market. The sales of groceries total \$15,000,000 a year.

In addition to its activities as a whole-

sale market, Birmingham is also a great shopping point, the trains bringing in from the surrounding territory hundreds of buyers daily, who come to take advantage of the great variety and reasonable prices to be found in the large retail and department stores of the city. The railroad lines reaching out in every direction have, of course, had much to do with developing this trade, furnishing those who live many miles away on every side the opportunity to come to the city in the morning, spend practically the entire day shopping and return to their homes in the early evening. The inter-urban traction lines have also helped much in making Birmingham a shopping center.

Of prime importance in giving this city the manufacturing and wholesale strength it enjoys are its unsurpassed transportation facilities. The nine trunk-line railroads centering in Birmingham—the Southern, the Louisville & Nashville, the Queen & Crescent, the Mobile & Ohio, the Frisco, the Illinois Central, the Central of Georgia, the Atlanta, Birmingham & Atlantic and the Seaboard Air Line—give this city direct connection with every market in this country, and, through various terminals at tidewater, with every seaport in the world. During the two years last past these roads spent in the Birmingham district in betterments, extensions and improvements more than \$5,000,000, a very considerable part of which went into enlarged and improved shops and terminals in the city. In addition immense sums have been spent and are to be spent upon other parts of the various roads in such manner as to have direct bearing upon the handling of Birmingham traffic, the grand total reaching \$22,402,000. The reports of the Alabama Car Service Association show that the demand for cars in the state has increased from 455,631 in 1900 to 809,186 in 1911, and Birmingham has made in that time an even greater advance than the average of the state, so that, while the traffic of the entire state has about doubled, that of this city has considerably more than doubled in 11 years. The showing of increase

would be larger still but for the fact that about a year ago a number of railroads withdrew from the association, and the cars handled by them are not shown in its reports.

The street car system of the city is fully abreast with that of any city of like size in the country, and far ahead of the average. The cars are now run over 133 miles of track, extending to all parts of the city itself, and into all the closely surrounding towns of the district. The lines are equipped with thoroughly modern cars, have large and modern power plants equal to all emergencies, and give quick and reliable service. The street railway system will be greatly augmented within a short time by the completion of the Tidewater Railroad, now being built by an independent company, with the present design to connect Birmingham, Tuscaloosa and Gadsden, and ultimately to be extended to the Gulf. Philadelphia capital is financing the new company, and it is said that it will spend \$1,700,000 in Birmingham alone. The work is being pushed rapidly, many miles of track having been laid already.

This is but a cursory glance at the railroad situation in this district, but it must serve to hint of interesting and important facts that cannot be fully set out in the scope of an article such as this.

Another distinctly helpful factor in the upbuilding of Birmingham's manufacturing and wholesale business is the excellent banking facilities and the large amount of money available for financing any safe and legitimate enterprise. There are 11 banks doing business here, and several branches. Their aggregate capital is \$3,238,700, their surplus and undivided profits \$2,948,000, their deposits \$25,735,000, aggregate resources \$31,921,700. Something of the rapid growth of the city's banking strength may be gathered from the fact that the bank deposits, now \$25,755,000, were \$7,088,204 in 1900 and \$22,923,828 in 1910. The bank clearings were \$43,980,448 in 1900 and \$129,345,411 in 1911.

Another matter that shows the growth of the city in commercial importance is the increase in receipts by the postoffice.

These were \$104,526 in 1900, \$221,574 in 1905, \$380,883 in 1910 and \$408,812 in 1911.

Just now Birmingham is in the enjoyment of an impulse in building not equalled by anything of the kind, even in her own magical previous growth. On every hand in the business sections may be seen excavations and foundations and climbing superstructures for great business buildings. These will be towering in height, large in area, modern in construction and equipment. One of these is being built by the American Trust & Savings Company, and is now about completed. It is 20 stories in height, of white glazed terra cotta, and is altogether one of the handsomest and most imposing structures to be seen south of New York City. Two others now under way are gigantic hotel buildings each to cost \$1,000,000 and to be as handsomely fitted and appointed as any hosteleries in the country. The steady growth of the city in the building line is shown by the figures of each year's work from 1900 to the present.

| | |
|-----------|-------------|
| 1900..... | \$1,190,000 |
| 1901..... | 1,345,000 |
| 1902..... | 1,408,000 |
| 1903..... | 1,509,678 |
| 1904..... | 1,602,348 |
| 1905..... | 1,817,641 |
| 1906..... | 2,132,469 |
| 1907..... | 1,979,079 |
| 1908..... | 2,575,111 |
| 1909..... | 2,341,705 |
| 1910..... | 3,484,352 |
| 1911..... | 3,554,157 |

From contracts already let and those which it is known will be let, it is calculated that the city's building operations this year will reach the grand total of \$7,250,000. This will include, in addition to the business and factory structures being erected, a large number of very handsome residences and hundreds of homes of less pretension and smaller cost. The city has some of the most beautiful residence sections to be seen anywhere in the country, and they are being adorned with many handsome and costly structures that would be remarked for their beauty in any community, while other less ex-

pensive residence districts are being filled up with homes running in price from some thousands to a few hundred dollars, but all modern, homelike and comfortable. It is emphatically the era of home-building in Birmingham.

Of public school buildings there are many, those of the later construction being among the handsomest and most commodious to be seen anywhere. And not only in the matter of buildings are the public schools of Birmingham well sup-



TUTWILER HOTEL, BIRMINGHAM, ALA.

Yet another line in which Birmingham has been distinguishing herself in the matter of building is the construction of churches, a number of very handsome edifices of the kind having been erected in the past two or three years, and some being now in course of construction.

plied—the schools themselves are of the best type of primary educational institutions, with approved courses of study well maintained, and carrying their pupils thoroughly to the point at which they are prepared to enter either university or business life. The public schools

are supplemented by a normal training school, by two colleges of high character and several business and other colleges, colleges that give adequate training for business and professional careers.

As a place of residence this city presents many attractive features, being pervaded by a spirit of hospitality that is most generous in its acceptance of strangers, welcoming them into the social life of the community and making them feel immediately at home. A number of social clubs add attractions to this feature.

The Birmingham Chamber of Commerce is one of the most active bodies of the kind in the country, the largest in the South in point of membership, and is composed of men who are so thoroughly imbued with the spirit of progress for their city that they enthuse the visiting stranger, and none can pass many days among them without being impressed with the belief that this is to be one of the important manufacturing and industrial centers of the country, probably holding the place in the South now held by Pittsburgh in the North. The members of the Chamber of Commerce, now numbering about 1,500, not only keep an eye open for the commercial and industrial welfare of the city, but pay close attention also to its civic betterment, believing that the one must largely supplement the other if their municipality is to be truly great.

Birmingham has an excellent water system, furnishing an adequate supply of water which daily analyses show to be practically pure. No city in the United

States has better water. It has a fine park system, with a total area of 600 acres, and a number of handsome and costly public buildings. It is situated in the midst of a rich farming, trucking and fruit-growing section, which keeps its market supplied with all that is best in the way of fruits, berries and vegetables, adding greatly to the health and comfort of the community and the pleasure of residence here.

The city is governed by a commission composed of three men, and, while the plan is of comparatively recent adoption, it has so far worked well, and municipal affairs are considered to be in a satisfactory condition.

Possibly the most surprising thing to be learned by the man who visits and investigates Birmingham for the first time is that the population of the city is very largely Southern. The large majority of the men at the head of its various affairs, commercial, industrial and financial, as well as political, those who have made the active, enterprising, aggressive Birmingham spirit known throughout the country—are Southern bred, Southern born, and reared in the South. Newcomers are welcomed, no matter whence they hail—they are received into full fellowship in business and social affairs as soon as they are found worthy—but the spirit of the city is Southern. Birmingham is simply a living, breathing, progressing illustration of the triumph of the Southern spirit that boldly grasps and insistently wields Southern resources and opportunities.





Tennis Courts



Hole 9, Golf Course



Hole 2, Golf Course



Country Club



Birmingham Ala.

PUBLIC

OPINION



What the

World thinks

STATE BUILDERS

THERE is no longer any question as to the actual value of railroads as factors in the growth and development of a country. From a low plane in the scale of contributory industries and utilities, their importance has increased in the same ratio that the general public has progressed in its estimate of what really constitutes growth. No longer the "soulless corporation," the railroad is rapidly assuming its rightful place in the scheme of national as well as local policies, and as a constructive agency, there is perhaps nothing out-ranking it. Time was when it was the fashion to "outlaw" a railroad; not because of what it really was, but because of what the public feared it was; and while with other traditions equally meritorious, that tradition too has passed, the custom of looking upon the railroad as an enemy to the people, and according it less fairness and courtesy in the courts either of law or of public opinion, than is accorded to any other public enterprise, unfortunately still a part of our general policy toward a most worthy and essential public utility.

The actual value of a railroad to a community is perhaps best demonstrated by its temporary suspension. What value the product, if the market be lacking? Every farmer knows, that as the lessening of the distance between his farm and the markets, so increases the value of his marketable products. Capital follows the railroad. Citizenship is of a higher order where

communities through railroad facilities are brought in touch with other communities.

Towns grow logically and thriftily where railroads penetrate and new countries are explored and developed by these vanguards of civilization—countries that would be wilderness or forest for ages to come but for the benefit touch of this transforming agency.

That the railroad has rights which should be respected; that the railroads should not be handicapped by laws more restrictive than those that govern any other public enterprise, and that any legislation tending to burden them unjustly or oppressively will react upon a public with which they are most intimately associated and to which they are bound by a common interest, are points to be kept in the minds of legislators and states at large. Let us be just to them—the greatest forces for progress and growth known to the twentieth century. Let us accord them fair treatment at least.

The tendency of the times to load the court dockets with damage suits instituted, not for justice sake, but at the instigation often times of some otherwise "briefless barrister" who sees in every trifling grievance against the railroad a possible "fee," is a dangerous one. It is a practice that militates against the state and hurts the reputation of the community where it is indulged. The railroads are responsible agents, even as other public or quasi-public enterprises but that

they should be marked as the legitimate prey of every unscrupulous man who the convenience of an equally designing lawyer feels himself justified in asking damages in the courts for the most trivial injuries, is as reprehensible as it is dangerous. Justice is a term as full of meaning to railroad or other companies as to the individuals. But to the layman the railroad has few rights which he is called upon to respect. Hence the multiplicity of suits that are filed with every term of court, suits that more often than not are compromised by the railroads to avoid the expense and inconvenience of court proceedings, the compromises being sometimes in amounts less than one-tenth of the amount claimed as damages. Such is the greed of the "damaged" plaintiff and his attorneys, however, that even a tithe of the amount asked is too tempting to risk the loss of and by compromise the matter is settled.

Until the railroads are accorded that fairness and justice that is given to every other public enterprise, and treated not as a common enemy but as a friend and ally in the forward-looking movement of the country, this great public utility will be handicapped in greater or less degree, and its usefulness crippled. Let us then be fair. Let us be just in the enactment of laws touching them—let us remember that while they are not run solely for the benefit of the public, they are undeniably a benefit to that public, and sadly deficient indeed in public and progressive spirit is that community or state that persists in throwing obstacles in the way of their fullest expansion and development.—*Clarksdale Challenge*, Feb. 11, 1916.

WORDS OF WISDOM

IN yesterday's issue the Register published a news item from Washington outlining the speech made before the Chamber of Commerce by Howard Elliott, president of the New Haven Railroad.

Mr. Elliott stated that instead of

having shorter hours which most labor unions were clamoring for, that we should work longer as circumstances demanded. The contention of Mr. Elliott seems to be well taken and while the Register would like to see all labor organizations get what was coming to them, at the same time they should be reasonable in their demands because if they were to exact too much of the railroad and other corporations they would be unable to comply with their demands.

The railroads have in many cases been badly handicapped for several years and their earnings have been materially reduced much of which is attributed to the high cost of labor. Water, war, and many other causes have exacted a large tribute from the railroads in the way of losses and since railroads build up the country, transport our crops, and aid us in a number of material ways, the Register believes always in giving them a fair deal. Without them, it would be impossible to get along and unless they are treated fairly it would be impossible for them to exist. Mr. Elliott's talk contains so much wisdom that we take the liberty of reproducing it in part herewith:

"In most kinds of work it is no strain for a healthy man to work 10 hours a day, but there is now a very strong drift to an 8-hour day and even less. The nation is confronted with more work than ever before; ships to build, factories to enlarge, railways to complete, new foreign business to be attracted, and help to be extended to the unfortunates on the other side. There are about 30,000,000 men at work; if they work 10 hours a day, that is 300,000,000 hours a day, or 93,600,000,000 hours a year. If they work 8 hours, it is 74,880,000,000, or a difference of 18,720,000,000 hours a year. At 8 hours a day this means that about 7,400,000 more men must be employed to do the work that could be done by the 30,000,000; and where are they to come from?

"To the extent that is represented

by these figures, the new work that Uncle Sam should do in building his navy, improving his railways, expanding his commerce, will be checked. The nation is busy and loyal citizens should cheerfully work 'over time' instead of less time. We must promptly do those things that must be done if we are to occupy the place in the world which events have forced upon us, and if we are to help our children and their children.

"Nearly all agree that the railways should increase their capacity to furnish transportation as fast as the population increases, if not faster.

"Today there are 100,000,000 people in the land who must be fed, clothed, sheltered, kept warm and many of whom travel for health, pleasure and business.

"What will be the conditions when there are 150,000,000 people to be served? That time is not far off, either measured in the life of the nation, or by the time an energy that must be spent in increasing the capacity of the railway plant to turn out the necessary transportation.

"This means an addition of at least 50 per cent to the number of tons of freight moved one mile and the number of passengers moved one mile. It means that the railways must be not only well and strong with their present facilities, but also that they must be nourished and their energies and powers conserved and increased.

"Whatever the reasons for the present malady of the railways, two facts stand out prominently in the history of the railways of the United States for the year 1915. One is that less mileage was built in that year than in any year since 1864. There have only been three years since 1848 when there was a smaller mileage of new railway constructed than in 1915. The other fact has to do with the amount of railway mileage in the hands of receivers in 1915. With only one exception, 1893, was the mileage that entered into the hands of receivers larger than last year; and 1893 was a panic

year.—Clarksdale, Miss., Daily Register, Feb. 10, 1916.

RAILROADS IN CHICAGO

I AM inclined to agree with Alfred Beirly, in the views expressed in his letter published in The Daily News of Jan. 31, to the extent that "railway encroachment toward the lake shore is emphatically not for the best interests of Chicago." Views upon the subject were summarily expressed by the city council some sixty-five years ago. Then, however, the idea was that "the further encroachment of the lake was emphatically not for the best interests of Chicago."

By Francis W. Lane

Wholly against the will of its officers the Illinois Central was forced to locate where it is now, for the avowed purpose of serving as a stopper against the encroachments of the lake. It was not then considered necessary to scrutinize or reject the railroad's plans for a depot at Randolph street on the ground that they might "be of a nature to benefit the railway to an extent not desirable and prove a disadvantage to the city."

Robert Schuyler, first president of the Illinois Central, asked permission to bring the road into the city along the west bank of the south branch of the Chicago river. The plan was not viewed with favor by the owners of property east of the river. This is the locality now described by Mr. Beirly as "the distressing saloon and dive rendezvous and hoodlum infested rube sucker's paradise." Again he speaks of the district as "comprising several hundred acres of the most valuable territory of the city, now filth laden from railway traffic and other factors." What the district might by now have become had the railroad company been allowed to follow its own plans without duress is a matter for pleasing speculation. Possibly there would have been in this valuable territory some more of "the finest streets to be found on the globe"—as Michigan

Birmingham Ala.



Typical Homes



avenue has become, notwithstanding (or because of) the presence of the Illinois Central. But in 1851 Mayor Gurnee's house at the corner of Michigan avenue and Monroe street was threatened with destruction from a lake storm. Unable to withstand the importunities of the mayor for protection from the lake, the sentiment of the people as reflected by newspapers and the pressure of the city council, the railroad on July 14, 1852, accepted the fifth of a series of ordinances providing for its entrance along the lake front. It constructed a breakwater from Randolph street to the southern limits of the city and has ever since maintained it. The angry waters of the lake were restrained.

My only object in calling attention to these historical facts is to use them as the basis of a suggestion that the people of Chicago ought to "play fair." The railways entering the city are not where they are solely for the purpose of being disagreeable. Mr. Beirly says the railways that enter the city from the south "in the main are the causes of business congestion." That is so. It is one of the remarkable peculiarities of business to follow the railways. They were there first. Some of them were there when Chicago had 30,000 people and when a year's business would look small compared with the business of a day now. But, he says, "why invite or allow them to be a menace longer to the expansion of the cramped and congested business center?" Why, indeed. Why not stop them at Gary, or Mokena or Joliet and let Chicago spread out until its lake shore becomes an unbroken solitude as in the days of him for whom the last named terminus was called?—Chicago News, February 14, 1916.

THAT FULL CREW LAW

I've just perused the "full crew law" which brings to mind the Indian squaw, who rides on back the young papoose, like nigger brakeman in caboose. And thus they ride thro'

swamp and field, on old squaw's back and iron wheel, the papoose idle all the day, and nigger too, tho' he gets pay, for riding up in cupelo, when should be jerking, weeding hoe. Just another foolish tax to pile upon poor railroad backs. The Indian kid, with painted hide, was taught this way from birth to ride, but nigger up in cupelo, just rides and makes the railroads sore; he gets to ride and suck his paw, to satisfy this "full crew law" and cost the railroads tons of ore, to let this nigger ride galore. It's just another foolish play, that makes the railroads pause each day, from spending money in a state, which in time would make it great. Money is a timid thing and every dollar has a wing, to bear it thro' the atmosphere to other states that treat it fair. We must develop this fair land, and every one should lend a hand, to bring to state the good rino, to put to work each idle hoe, that "two blades of grass may properly grow, where only one did grow before." Of all the states beneath God's sun, we need the railroads with their mon; to run their lines thro' every field, that we may double yearly yield; and build from lakes to golden bowl—the gulf that laves our shore, a line of railway with its gold and then let's build some more. The fellow who files these drastic bills and calls them up on floor, reduces price of all our hills, and rudely shuts the door of hope to every struggling town, and bids Stagnation wear the crown. I know the people of the state, and I know that every one would hate, and throw the whole thing out of joint, if railroads closed their shipping point, and stop the "Great Mogul" sublime, from pulling into town on time, and let the town grow up in weeds, once busy with the iron-steeds, for then they could not mark it grain, for lack of valued railroad train, and country-sides and prosperous towns, would slink off map like hungry hounds. Of course the railroads claim they pay, for running lines day by day, but they send out



Birds
Houses



agents with their kale, to help us raise the cotton bale; and make the country bloom and grow, where only sedge-grass grew before. Without the railroads this old State would be right now at pauper's gate, and we would each be wearing moss, if railroads did not come across. Just plain old red necks sure enough, without a collar or a cuff, with leather breeches on our legs—no chairs at all, just board on pegs. So let papoose walk and cry, and make the nigger count cross-tie, and legislators hide in straw, the bill providing "full crew law."—"Poet of the Pines."—Jackson Daily News, Feb. 25, 1916.

INADEQUATE INCREASE

THE postoffice appropriation bill now before Congress involves the railway mail pay basis, agitated for the past year by the railroads on the ground that the existing remuneration is unfair. Having been woefully negligent in adjusting this matter to date, the government seems equally indifferent as to the manner in which the question is to be handled now.

Under the present method of payment, the railroads receive a sum that is ridiculously small in consideration of the burdens imposed. Every four years an estimated weight is taken by an investigation of actual weight covering a period of 105 days. Upon this estimated weight the railroads receive so much for the handling of all mails, whether the actual work of handling them be vastly different from that of the 105 days or whether or not the mails increase or decrease in gross weight at any time. The aggregate amount now paid the railroads is about \$59,000,000. This has been proved absolutely inadequate from a standpoint of justice to the roads.

The Postoffice Department and members of the House committee which reported the pending bill recommend a plan

basing payments for railway mail upon the space used for the mails. They say that the system urged will net the railroads \$63,000,000, or an estimated increase of \$4,000,000 over the present method. Aside from the fact that \$4,000,000 is small when considered in relation to the entire country and the volume of mail handled, the suggested plan lacks businesslike method or procedure.

Why does not the government pay the railroads for mail in the same way that any other corporation or individual has to pay for services rendered by the railroads? Why dillydally around with a question that needs only common sense, business methods to settle it once and for all?—Editorial, Jackson Daily News, Feb. 28, 1916.

A WORD OF APPRECIATION

A SCORE of years ago the occasion of the opening of a new modern passenger station would have had Lincoln by the ears. A public reception would have been planned, speeches prepared, the fatted calf sacrificed on the banquet table and the keys of the city would have been turned over to the railroad in appreciation.

Today the Illinois Central railroad is preparing to shortly throw open the handsome new passenger and freight stations, sans the blare of trumpets, and with the mere formality of opening ticket windows. It is a reminder that we live in a different age. People nowadays seem to expect more than they used to. They grumble if they are denied, and are too often prone to accept the good things thrown their way as a matter of course. There will be no red fire burned when the two depots are opened, but Lincoln should feel a glow of gratification and just pride all the same.—Lincoln, Ill., Courier Herald, Friday, February 4th, 1916.



Comments of Various News Papers Upon Circular Issued by the General Manager

Unenviable Record

GENERAL Manager T. J. Foley, of the Illinois Central, has sent out a circular to all passenger conductors employed on his system, showing one hundred law suits instituted against his companies based upon charges of alleged assaults, discourtesy and wrongful ejection of passengers, at the hands of conductors. We have had the opportunity of examining one of these circulars. Out of the hundred cases referred to, eighty-four of them were filed in the courts of Mississippi; five in Tennessee; four in Louisiana; four in Kentucky; one in Iowa; one in Missouri; one in Illinois, and none whatever in the states of Alabama, Indiana, Minnesota, South Dakota, Arkansas and Wisconsin. This should prove interesting to the people of Mississippi.

The cost of defending these law suits falls heavily upon the taxpayers of the state, but that is not the worst feature of this wholesale litigation against one of our corporations. Being advertised in other states as a state that is hostile to corporations is far reaching in its detrimental effects and has injured us as a people more than any of us have ever suspected. The man with money to invest is not going to invest in a state where the people are known to be antagonistic to capital.

We do not think the passenger conductors employed on the railroads of Mississippi are responsible in many cases. We are inclined to believe that they rank as high, and display as good judgment in the handling of passengers, as conductors employed in other states. Mississippi's bad record, as shown up by Mr. Foley's circular, is the outgrowth of a system which has been fostered in this state for many years and which ought to be destroyed, root and branch. Every man with a genuine claim should have

the protection of our courts, but they should not be used by damage suit lawyers as a thing which belongs to them for the purpose of furthering their own ends and for gathering in shekels to feather their own nests, at the expense of the well-being of our citizens and the reputation of the state.

Many of our people have never looked at this system of suing corporations as they should look at it. They have considered the question lightly, if they have ever considered it at all, and have been inclined to feel that vexatious law suits against a railroad was not a matter of any concern to them, but they have reckoned without their hosts. What is the reason why Mississippi has not developed as other states have developed? One of the reasons, and perhaps the most important one, is the attitude of the people towards the capital which has in good faith been invested here.

The railroads have justly complained about the serious interruption of their business on account of the frequency in which their train crews are hauled off and required to attend court as witnesses in trivial law suits. Mississippians do not approve of this any more than do the people of other states, but it is not to be denied that we have, through inactivity, allowed this condition to go on without restraint until it has become almost intolerable.

It should be explained that the General Manager's circular was not intended for the people of Mississippi. It was prepared and sent out to the conductors with the earnest request that they do their utmost to avoid unnecessary law suits in every possible way. In order to assist the conductors in understanding what he was talking about, Mr. Foley gave them a list of one hundred cases, taken from the run of his files, and it developed that the great bulk of them

were filed in the courts of Mississippi. The incident merely shows the extent to which the railroads are attempting to please the public.

Instead of complaining about Mississippi, Mr. Foley took occasion to make use of these words in his circular:

"It will be observed from perusal of the appended list of cases that eighty-four, out of the one hundred cases examined, were filed in the courts of Mississippi. These suits were brought during the past few years when conditions were not so favorable in Mississippi as they are now. I believe that the tendency to sue the company on slight provocation in that state has undergone a great change and that, in the future, the company will receive as fair treatment at the hands of the people of Mississippi as it receives in other states. However, it behooves our conductors to leave no stone unturned looking to the avoidance of controversies with passengers. I feel that if the conductors use great care and display good judgment in the handling of passengers in Mississippi, that this class of litigation will rapidly disappear."

In answer to above mentioned circular we will admit that in many cases passengers are at fault, but not in every instance. For now and then you meet a small caliber conductor who imagines that he owns the state, because he has charge of a passenger train, and becomes very "bossy," impolite and dictatorial. We mean one of those fellows whose job is entirely too big for the man, but we believe a complaint lodged with General Manager J. T. Foley, would soon teach all such conductors that they are a very small part of the I. C. system, and that trains can run without their assistance.—The Winona (Miss.) Times, March 3, 1916.

A CLEAN SLATE.

Not a Damage Suit on the Lincoln County Court Docket Against Illinois Central.

THE TIMES was agreeably surprised to learn the other day that in this county there is not a damage

suit in the courts against the Illinois Central Railroad. More than that, there has not been a damage suit filed against that railroad within a year. In former times, nearly half the court docket was taken up with this class of litigation, adding greatly to the expense of holding court.

This gratifying state of affairs may be attributed to several causes. The railroad officials are continually impressing on their employes the policy of diplomacy so that there are fewer clashes over their personal relations with the public; the people, seeing the justice of the appeal a year or so ago, are trespassing less on the railroad right of way and thus are avoiding danger; the motto of "Safety First" in the management of trains is more highly regarded than ever before; and in cases of real injury the railroad officials have adopted the policy of settling out of court whenever it can be done.

With regard to the personal relations of Illinois Central employes with the public, Mr. T. J. Foley, general manager, recently issued a circular to passenger conductors in reference to damage suits brought for alleged delinquencies of conductors. He gives a list of one hundred suits, covering the entire system, of which eighty-four were filed in the state courts of Mississippi or brought before Mississippi jurors in the Federal courts.

Tennessee comes next, but Tennessee has a record of five suits. Louisiana has four, Alabama, Indiana, Minnesota, South Dakota, Arkansas and Wisconsin have clear records, no suits having been filed. Very many of these suits are no doubt frivolous, but no matter what the basis of such legal proceedings may be, they are expensive to the railroad company whether it wins or loses, as well as to the state. When suits are brought in court the defendant must answer and explain them away by satisfactory defense. General Manager Foley cautions the employes of the road against giving away to temper, and reminds



Black Golf and Country Club



Arwood Club



Edgewood Motor & Golf Club

Golf Clubs

Birmingham Ala.

them that very often "a soft answer turneth away wrath," and that the exercise of good judgment will controvert fraudulent designs, and that diplomacy will outgeneral those who may be seeking to lay the foundation for successful assaults upon the treasury of the railroad company. Says Mr. Foley:

"The general public, and particularly fellow passengers, are not disposed to be unfair. If diplomatic publicity is given to complicated situations when they arise, the sympathy of prospective witnesses can be enlisted in the company's behalf. If a conductor takes a broad view of the conditions, permitting nothing to anger him, or to induce him to enter into controversies or personal altercations, he is thrice armed. He should take the precaution of enlisting the sympathy of a number of witnesses, explaining carefully to them his position, in the presence of the aggrieved patron, and request the latter to explain his side of the controversy, if he will; in other words, the case can be frequently tried on the spur of the moment before those who are conversant with all of the details and surrounding conditions and in this manner disposed of."

If employes adopt this policy, and they seem to have done so in this end of the state, it will certainly redound to the interest of all concerned.

It is humiliating to observe that such a large majority of the cases noted arose in our own state, for it can hardly be possible that the Illinois Central has placed all its contentious conductors in this section. But public sentiment is changing—the record in Lincoln County shows that. On this point the Memphis News-Scimitar says:

"For many years it has been noted that Mississippi is a favorite battle ground selected by damage suit lawyers. For one reason or other more law suits have been brought in that state than in any other. The railroads may have been in some measure to blame for this condition of affairs,

because they have not been sufficiently candid in taking the public into their confidence. As a rule the public is composed of fair minded people, and while now and then may be encountered individual prejudice and vindictiveness, these weaknesses are by no means general. Fortunately public sentiment has changed considerably in Mississippi of late and suits brought either to harass railroad companies or to bludgeon them into compromises are becoming less numerous. It can never be overlooked that a railroad or other corporation is responsible for the acts of its agents, but all corporations should be accorded the same degree of fairness and justice as is seldom withheld from individuals."—The Lincoln County Times, Brookhaven, Miss., March 2, 1916.

RAILROAD QUESTIONS DISCUSSED BY MISSISSIPPI EDITOR.

THERE is no longer any question as to the actual value of railroads as factors in the growth and development of a country. From a low plane in the scale of contributory industries and utilities, their importance has increased in the same ratio that the general public has progressed in its estimates of what really constitutes growth. No longer the "soulless corporation," the railroad is rapidly assuming its rightful place in the scheme of national as well as local policies, and as a constructive agency, there is perhaps nothing outranking it. Time was when it was the fashion to "out-law" a railroad; not because of what it really was, but because of what the public feared it was; and while with other traditions equally meritorious, that tradition too has passed, the custom of looking upon the railroad as an enemy to the people, and according it less fairness and courtesy in the courts either of law or of public opinion, that is accorded to any other public enterprise, unfortunately still a part of our general policy toward a most worthy and essential public utility.

The actual value of a railroad to a community is perhaps best demonstrated by its temporary suspension. What value the product, if the market be lacking? Every farmer knows, that as the lessening of the distance between his farm and the markets, so increases the value of his marketable products. Capital follows the railroad. Citizenship is of a higher order where communities through railroad facilities are brought in touch with other communities.

Towns grow logically and thriftily where railroads penetrated, and new countries are explored and developed by these vanguards of civilization—countries that would be wilderness or forest for ages to come but for the beneficent touch of this transforming agency.

That the railroad has rights which should be respected; that the railroads should not be handicapped by laws more restrictive than those that govern any other public enterprise, and that any legislation tending to burden them unjustly or oppressively, will react upon a public with which they are most intimately associated and to which they are bound by a common interest, are points to be kept in the minds of legislators and states at large. Let us be just to them—the greatest forces for progress and growth known to the twentieth century. Let us accord them fair treatment at least.

The tendency of the times to load the court dockets with damage suits instituted not for justice sake, but at the instigation often times of some otherwise "briefless barrister" who sees in every trifling grievance against the railroad a possible "fee," is a dangerous one. It is a practice that militates against the state and hurts the reputation of the community where it is indulged. The railroads are responsible agents, even as other public or quasi-public enterprises, but that they should be marked as the legitimate prey of every unscrupulous man who the convenience of an equally designing lawyer feels himself justified in asking

damages in the courts for the most trivial injuries, is as reprehensible as it is dangerous. Justice is a term as full of meaning to railroads or other companies as to the individuals. But to the layman the railroad has few rights which he is called upon to respect. Hence the multiplicity of suits that are filed with every term of court, suits that more often than not are compromised by the railroads to avoid the expense and inconvenience of court proceedings, the compromises being sometimes in amounts less than one-tenth of the amount claimed as damages. Such is the greed of the "damaged" plaintiff and his attorneys, however, that even a tithe of the amount asked is too tempting to risk the loss of and by compromise the matter is settled.

Until the railroads are accorded that fairness and justice that is given to every other public enterprise, and treated not as a common enemy but as a friend and ally in the forward-looking movement of the country, this great public utility will be handicapped in greater or less degree, and its usefulness crippled. Let us then be fair. Let us be just in the enactment of laws touching them—let us remember that while they are not run solely for the benefit of the public they are undeniably a benefit to that public, and sadly deficient indeed in public and progressive spirit in that community or state that persists in throwing obstacles in the way of their fullest expansion and development.

The Challenge holds no brief for the railroads when they are in the wrong, and we are free to confess that in a great many instances they are wrong.—The Clarksdale Challenge.

SUITS AGAINST RAILROADS.

MR. T. J. FOLEY, general manager of the Illinois Central and Yazoo & Mississippi Valley, has issued a circular letter to passenger conductors directing their attention to the frequency of damage suits filed against these railroads for alleged delinquencies for

which the company is held responsible through the act of its agent, the conductor. A large per cent of these suits are based upon alleged assaults, discourtesy and wrongful ejection from the trains. Many of these suits are either fictitious or do not possess sufficient merit to justify a jury in returning a verdict against the defendants, but the burden of proof rests upon the company and the cost of defending these suits is enormous, outside of the question of verdicts for damages that may occasionally be rendered against the company. Realizing the fact that conductors are frequently confronted with situations calculated to overtax the patience of the ordinary man, Mr. Foley admonishes them to remember that the reputation of the railroad is in their keeping and they should, therefore, lay aside all personal feeling and exercise patience and discretion much beyond the ordinary. He advises conductors "to cultivate the arts of courtesy, tactfulness and diplomacy, remembering that a soft answer turneth away wrath and that the exercise of good judgment will controvert fraudulent designs and that diplomacy will out general those who may be seeking to lay the foundation to mulct the company." If, after exhausting every resource to avoid trouble without success, the conductor is advised to call the attention of other passengers to the trouble and carefully explain to them his position in the presence of the aggrieved patron, and request the latter to explain his side of the controversy, if he will, and thus try the case on the spur of the moment before those who are conversant with all of the details and surrounding conditions. Mr. Foley says: "The company does not object to defend a conductor when he is in the right; it cannot defend him when he is in the wrong, but it may be compelled to respond in damages by reason of his act."

This circular letter should carry an impressive lesson not only to conductors and others employed on the

passenger trains, but to the public as well. Of the 100 cases examined by Mr. Foley, 84 of the suits were brought in Mississippi, the remainder being distributed among six other states traversed by these railroads. We cannot believe that conductors in Mississippi are more disagreeable than those employed by the same companies in other states. Personally, we have always found them to be exceedingly courteous and accommodating. Can it be that patrons of the roads in this state sometimes endeavor to create a disturbance with train men in order to file damage suits against the railroads? The courts should look carefully into this phase of the case when called upon to try such suits. There was a time when it seemed to be popular to sue a railroad in Mississippi, but public sentiment has changed considerably of late years, and law suits filed either to harass railroad companies or to force them into compromises, are becoming less numerous on the court dockets. It is well, however, for railroads to publish just such letters as this circular to passenger conductors, so as to take the public into their confidence, for after all it is the patron that must eventually bear the burden of expense. We would like to learn what experience other railroads have had in Mississippi in this respect.—*The Magnolia (Miss.) News.*

DAMAGE SUITS

MR. T. J. Foley, general manager of the Illinois Central Railroad company and the Yazoo & Mississippi Valley Railroad company, has issued a circular to conductors and other employees of the transportation department, calling attention to the number of lawsuits, because of controversies with employees, that have been filed against the company during the past year, and admonishing them to be diplomatic and patient in dealing with the traveling public. Of the hundred suits filed, it is singular to relate that 84 of them were brought in the state courts of Mississippi or before Mississippi jurors in the federal courts. Ten-

nessee comes next, but Tennessee has only a record of 5 suits. Louisiana has 4, Kentucky 4, Iowa, Missouri and Illinois, 1 each. The states of Alabama, Indiana, Minnesota, South Dakota, Arkansas and Wisconsin have clear records, no suits having been filed. Very many of these suits are frivolous, but no matter what the basis of such legal proceedings may be, they are expensive to the railroad company, whether it wins or loses. When suits are brought in court the defendant must answer and explain them away by satisfactory defense. This costs money, not only for lawyers' fees, but for court costs. General Manager Foley cautions the employes of the road against giving away to temper, and reminds them that very often "A soft answer turneth away wrath," and that the exercise of good judgment will controvert fraudulent designs, and that diplomacy will outgeneral those who may be seeking to lay the foundation for successful assaults upon the treasury of the railroad company. For many years it has been noted that Mississippi is a favorite battle ground selected by damage suit lawyers. For one reason or another more lawsuits have been brought in that state than in any other. The railroads may have been in some measure to blame for this condition of affairs, because they have not been sufficiently candid in taking the public into their confidence. As a rule the public is composed of fair-minded people, and while now and then may be encountered individual prejudice and vindictiveness, these weaknesses are by no means general. Fortunately, public sentiment has changed considerably in Mississippi of late and suits brought either to harass railroad companies or to bludgeon them into compromises are becoming less numerous. It can never be overlooked that a railroad or other corporation is responsible for the acts of its agents, but all corporations should be accorded the same degree of fairness and justice as is seldom withheld from individuals.—The Memphis News Scimitar, February 17th, 1916.

REMARKABLE INDEED.

THE Illinois Central and Yazoo & Mississippi Valley Railroad Companies have issued a circular letter to their passenger conductors admonishing them to use more care to avoid any unpleasant controversies with passengers. They have cited a list of suits brought against them within the past few years for alleged delinquencies of conductors, which is a startling document.

Out of one hundred cases filed, Mississippi heads the list with 84; Tennessee has 5; Louisiana 4; Kentucky 4; Iowa 1; Missouri 1; Illinois 1; while Alabama, Indiana, Minnesota, South Dakota, Arkansas and Wisconsin have clear records. The great number of such suits filed in this state as compared to other states is the most startling feature of the circular.

We hold no brief for the railroad companies and when they are in the wrong we propose to say so as quickly as anyone else, but can it be possible that the conductors in charge of their trains in Mississippi are the most unreasonable and incompetent in their employ? The most of them are Mississippi born and raised and our relations with them does not warrant the opinion that they are prone to violate the laws of our land with reference to the passengers in their care.

Mississippi needs and invites capital in order that her great resources may be developed, but what guarantee can we give capital that their rights will be respected; that they will get a square deal, when such conditions as that cited above exist? We do not know the outcome of the above cases, but it must have cost a tidy sum of money to defend them, even though they did not result adversely to the companies involved. This money might, and in all probability would have been used to give us better service.

There has been a great change in public sentiment within the past year or so in this respect and juries are not so prone to award damages on the



Homes
Birmingham
Ala.



slightest pretext, and we know of no better way to abate the evil than this. It is a matter which every citizen should seriously consider.—The *Wesson* (Miss.) *Enterprise*, March 3, 1916.

OUR DAMAGE SUIT RECORD.

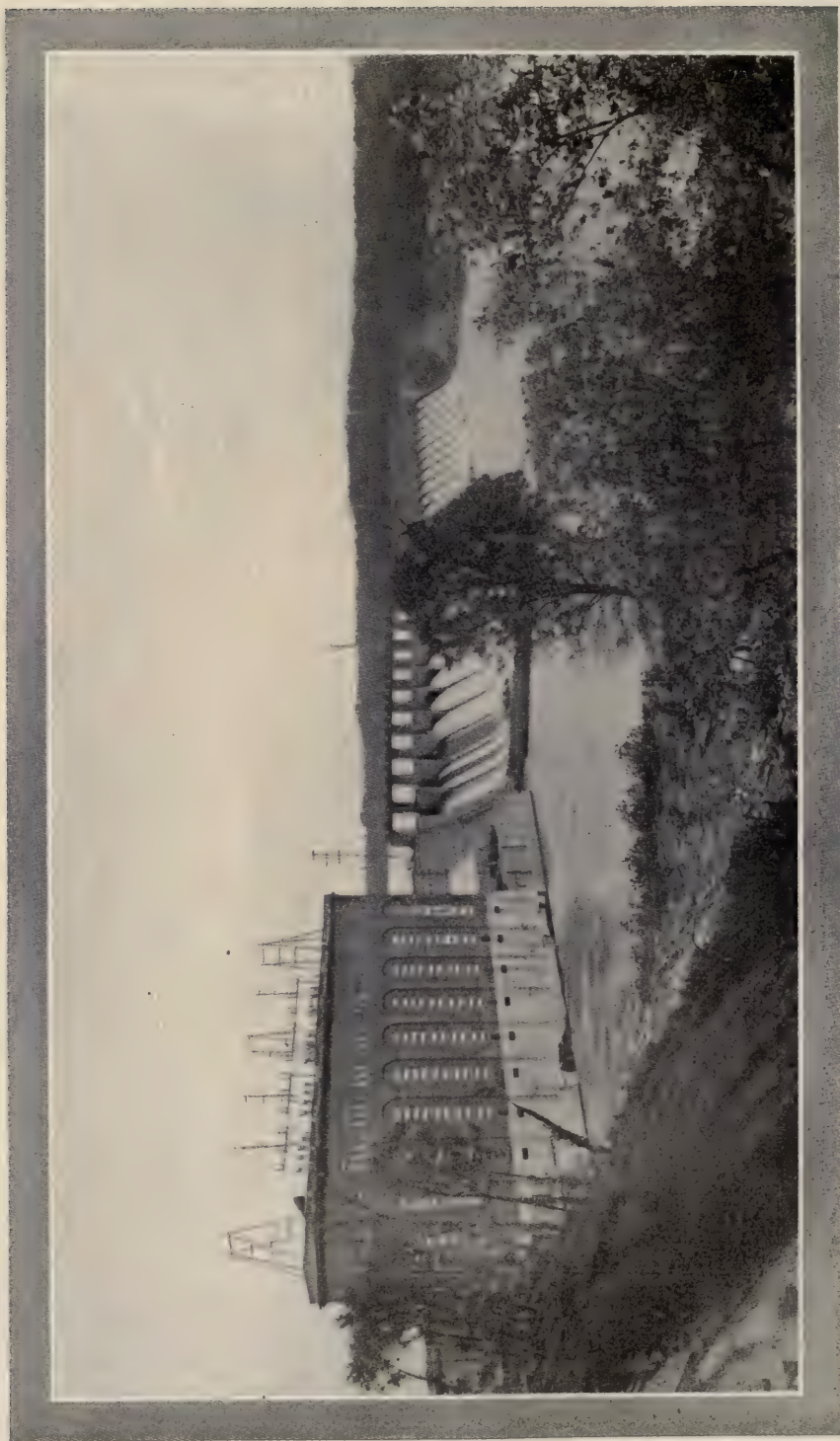
FEBRUARY 10th, T. J. Foley, general manager of the Illinois Central and Y. & M. V. R. R. sent out from Chicago a letter to all conductors of the companies, calling attention to the number of damage suits pending against these companies. Of 100 suits against the Y. & M. V. and I. C. R. R. examined, he finds that 84 were filed in Mississippi courts, 5 in Tennessee, 4 in Louisiana, 4 in Kentucky and one each in Iowa, Missouri and Illinois. Alabama, Indiana, Minnesota, South Dakota, Arkansas and Wisconsin have no such suits on file against these railroads. The sums demanded in these suits run from \$1,000 to \$25,000. The letter of the manager is for the purpose of urging the conductors to use discretion and avoid involving the companies in damage suits.

It may be possible that some of these suits are justified by the facts, but no sane man will think there should be over five times as many damage suits against these railways in Mississippi as in the other dozen states through which they operate. Evidently we have a damage suit industry in Mississippi of large proportions, and one which is very detrimental to the interests of the public. The cost of defending all these suits and the damages, if allowed, must come out of the expenses of the railroads, which in turn must be met by the people of the state who patronize them. It cannot be expected that a state will prosper when the occupation of so large a per cent of its people seem to be that of suing the railroads; for, as must be clear to all, the railroads are our main highways of commerce. Every unjust damage suit filed or allowed against

a railroad is putting an unjust burden upon the people's freight and passenger business. It is becoming a question whether the people want to bear only their legitimate burdens in this line or want to maintain in addition a lot of shyster attorneys who foster and fatten upon this kind of business.—The *Greenwood News*.

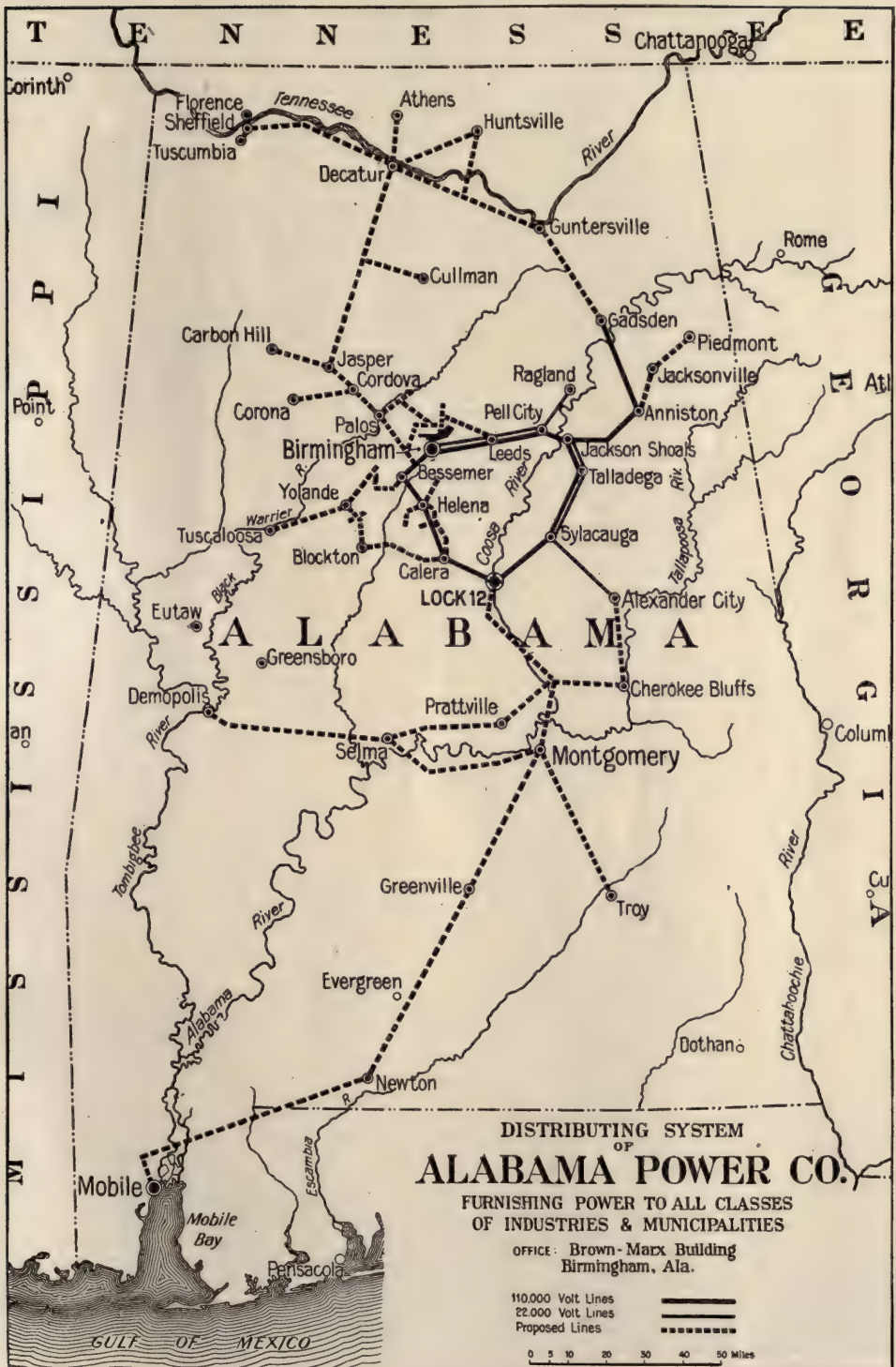
MISSISSIPPI, SORRY TO SAY, LEADS.

THE Illinois Central Railroad has issued a circular directed to passenger conductors, and signed by T. J. Foley, general manager, admonishing them to exercise care and courtesy in their conduct toward passengers to prevent cause for many of the frivolous damage suits against the I. C. and Y. & M. V. railroads. Mr. Foley has favored the *Sentinel* with a copy of the circular, in which he shows a list of 100 law suits filed against these companies in seven states, and deplorably he it said 84 of the 100 were filed in Mississippi. Of these 84 suits 13 of them were filed in Pike County, be it said to our discredit, and we are aware of the fact that some of the parties had no more just cause to sue the I. C. than they had to sue us. The railroads pay big taxes, are the most potent agency in our agricultural and commercial development, and the people should be appreciative, and not jump on them with damage suits under the flimsiest of pretexts because some corporation-baiting lawyer will take the case for half he can squeeze out of the company. Legitimate suits are all right, some conductors get rough and insulting at times, but the vast majority of the suits brought are based on no moral or legal ground and should have no standing in court. Besides, the people have to pay the costs in increased freight rates. We are doing it now, then stop it.—*Summit* (Miss.) *Sentinel*.



ALABAMA POWER COMPANY

Power Plant at Lock 12, Coosa River, Alabama, 45 miles south of Birmingham. Ultimate capacity 105,000 horsepower; installed capacity 70,000 horsepower.



Hydro-Electric Power an Aid to Industrial Development in Alabama

ONE of the greatest incentives given to industrial development in Alabama within recent years was the organization and building of the Alabama Power Company's hydro-electric system. This Company has built at Lock 12 on the Coosa River a dam and modern power plant. The initial development is 70,000 horsepower and the future installation will be 105,000 horsepower.

This electric power is distributed throughout the central and northern parts of the State and serves numerous industries consisting of cement mills, marble quarries, cotton mills, brick plants, coal mines, ore mines, cotton gins, street railway companies, light and power companies, rolling mills, etc. In every case where power is sold a saving is realized by the purchaser over the previous cost of steam power and other efficiencies are obtained.

This is an age of efficiency. The industrial establishment that does not and will not recognize this trend of affairs today will play but a small part in industry tomorrow.

We have said this is an age of efficiency. Even more truly is it an age of electricity; for electricity has been the one most potent factor in the revolutionizing of industrial methods, reducing production costs and increasing output. In Alabama where the greatest industries are ore mines, coal mines and cotton mills, the reducing of production costs and increasing of output are the main objects of the efficient operator. These objects are obtained by the correct use of electric power.

Undoubtedly the most spectacular result accomplished by properly applied electric drive is increased production in cotton mills. Practically every mill that has been converted from mechanical to electric drive has shown an increase in output besides a decrease in power cost. The fact that higher speeds are possible with electric power than with mechanical drive is so well known that when electric motors are installed the speeds of the mill are readjusted and nearly always increased. The power is applied more directly to the mill machinery, there is less slippage of belts, variations in speed due to long lines of line shafting are eliminated and the result is not only a higher and more regular speed but also smoother running work which in itself contributes to increased production.

In the mining industry similar results are obtained by using electricity instead

of steam and air for hoisting, pumping, haulage and coal cutting. Electric power can be economically distributed through comparatively inexpensive wires, whereas steam and air require pipes for transmission. These systems of pipes are expensive to install, costly to maintain, quick to depreciate and are inefficient in operation, due to leakage and condensation. Cases can be cited where air pumps 10 per cent efficient—figuring the transmission losses as part of the power input—have been replaced by low-priced electric pumps 70 per cent efficient.

Similar conditions exist in other Alabama industries. In marble quarries electric power is used for pumps, saws, etc., to replace steam and air equipment operating similarly to the power apparatus of the mines. Electric motors have replaced steam engines on roll mills so that power economies could be achieved and control of speeds made easier. Brick plants have installed individual electric motors to drive their dry pans, pug mills, brick machines, etc., so that shafting and belts could be disposed of and steadier speeds, and, therefore, increased outputs obtained.

Numerous small industries heretofore dependent on the unsatisfactory and noisy gas engines located in various Alabama cities and towns have been relieved of power troubles by the reliable, economical and noiseless electric motor.

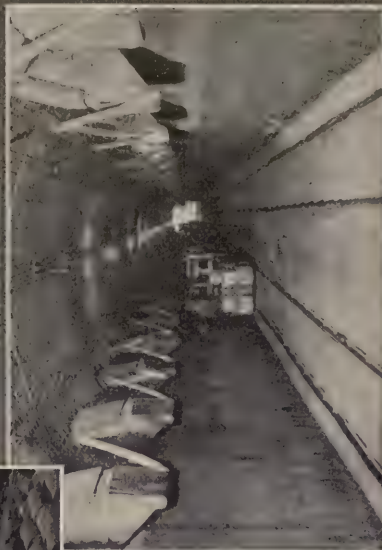
It is true that electric power has been in use in these various industries in other sections of the country, even where there were no large power companies. In those cases, however, the operators were forced to build costly electric generating stations. Even then all of the advantages of purchased power were not realized, as the size of the operations was limited in each case by the capacity of the generator plant.

In Alabama the industries, as a rule, have no large surplus to invest in electrical power plants. When, however, electric power was made available without the necessity of large investments in power plant equipment they were able to utilize it and obtain efficiencies formerly attainable only by their financially powerful competitors.

The hydro-electric developments, together with the long systems of distribution lines, have brought about this change and will be a large factor in making of the State of Alabama a section industrially second to none in the country.



Albany Steam Co.



Tunnel to mine



American Smelting Co.

*Birmingham
Ala.*



Electricity and gas works



Limestone Quarry



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Local Treasurer,
Chicago Ill.

Date.....

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....



Beautiful
—
Houses
—
Birmingham, Ala.



Passenger Traffic Department

Little Talks with the Rambler

Service Notes of Interest.



Winning Out on a Losing Game

"NOTWITHSTANDING everything helps, I am rather doubtful whether there wouldn't be an exception if I undertook to utilize you in a matter of business requiring some finesse." Such was the cheerful greeting given me by the Rambler as one day, while deeply absorbed at my desk, I was first made aware of his presence by the remark that I have repeated. I had not heard him come in, and on looking up at the sound of his voice, was naturally surprised to see him standing at the back of my roll top desk resting his arms on its top and looking down at me with a sort of half doubtful and half quizzical expression. I laughingly said in response, "If you are in doubt as to my being able to help, why mention it? What's on your mind?" "Well," was the thoughtful reply as he stepped around to the side of the desk and seated himself in a chair by my side, "I was just thinking whether possibly you could be of service in a matter of solicitation that is bothering me, but I am a little doubtful as to the wisdom of making use of you after all. You know Mr. So and So," he continued, "that prosperous farmer who lives out on the line near ————station?" "Yes," I said, "I

know him to the extent of having boarded at his house during one of my summer vacations a few years back, but I do not know that I can say I know him very well. What's up?" "You must have gotten along pretty well with him," the Rambler remarked reflectively, "for he says he knows you, and from his manner of speaking and from one or two little incidents he mentioned in your connection, I have a notion he thinks pretty well of you." "It certainly is pleasant to be thus remembered by one who really was but a casual acquaintance. But what of him?" "The point is just here," the Rambler said as he reached over and, taking a pad of paper from my desk and a pencil from his pocket, he began in an apparently abstracted sort of way to make little sketches while he talked. "That man, always well-to-do, has been particularly prosperous for the last two or three years, and about this time of the year he has considerable leisure time to dispose of. So for the first time he is beginning to look about as to the desirability of traveling a little to, as he himself puts it, 'broaden his mind and see a bit of the world.' In fact, he has definitely made up his mind to take a certain trip next month with his

wife and two grown up daughters. Unfortunately for me, while our line is the most direct and best one to his destination, there is also a rival line, not so very much worse than ours, that reaches the same point, and that farmer has about concluded to take the latter. In fact, as far as I can see, it is definitely fixed that we lose the business. Of course, I have given him all the arguments, pro and con, in favor of our line, all of which he good naturedly admits. A funny part of it is that he has apparently taken some sort of a fancy to me in so far as personality goes. He states, however, that as this is to be his first considerable railroad journey he wants it to last as long as it may, and that hence he will have to turn me down in favor of the other way, as the time en route is naturally greater, the mileage being much in excess of ours. Of course, I have suggested another trip that will give him a longer rail journey, but that doesn't help, as he is equally positive as to his ultimate destination. I am anxious to get that man, as there are others just like him in his vicinity who will be apt to follow next year, or later, his lead in the matter of travel during the winter months. For the present, however, I feel that I have worked him all that policy dictates. It may be best to let him go this time with a chance of getting something better out of him next season, but I naturally hate to give him up," "Why don't you go down and make a last appeal," I suggested. The Rambler laughed and remarked dryly, "I think I had occasion to tell you once before that you would probably make a mighty bad solicitor for passenger business. I have made it—like opera singers' 'farewells'—many times. There is no further appeal to make, don't you see? He doesn't deny any of my arguments, and as a matter of courtesy or conviction, I don't know which, admits all I claim for our superiority. He has either got his mind fixed in one direction through a whim, or the rival line has unearthed a better solicitor than I am. It makes no difference which. So the fact remains that I

don't want to get him so tired of seeing me now that when I want him some time in the future worse than I do at present, he will run away and hide when he sees me coming. I had thought that possibly with your acquaintance you might do something with him. That's why I came in. But on reflection I guess it would not be a case of 'everything helps' if I were to let you butt in. He's too smart not to see that you would be only myself in disguise, so to speak; besides which," he continued mischievously, "you would muss the matter up, anyway. You would be more apt to get him peeved than enthusiastic. No," he concluded as he arose to go, "I am obliged to you just the same, but I guess I will not set you on him, at least for the present." I admitted that my experience did not run particularly in the line of coaxing people to do things they didn't want to, but suggested that if a letter from me, or even a trip to see the gentleman, would, in the Rambler's estimation be of service, I would be glad to make the attempt. "No, not yet, anyway," was the Rambler's reply as he walked away. "You are too thin skinned for one thing. In fact," he added as he stopped in the doorway, "I am afraid you are too honest. You are one of those fellows who don't believe very much in working your friends. In this case, for instance, you might get up courage enough to say to that farmer friend of yours (he is your friend, even if you don't know it yourself) that you would like to have him go our way, but if he good naturedly said 'No, I have decided to go the other way,' you would think it an ethical breach as between friends, a lack of courtesy, to try to force him. Much obliged just the same, though," he laughed, as he started for his own office.

Several days later he sent a boy to my office and asked for one of our department letterheads, and soon after he came in himself with the sheet in hand which he smilingly laid on my desk, saying tersely, "Sign it, please, and ask no questions." The letter was addressed to the farmer that I have been telling about, and was in effect an introduction of

Snap-Shot Bill to him. It said in a semi-jocose way that the bearer was a kodak fiend who had taken the notion that he wanted to get some farm scenes in winter—half-frozen brooks, possible snow drifts, snow laden boughs, etc., but particularly some animal pictures in winter environment, and that it was on account of the animals that it had occurred to me that he, the farmer, would be willing to set the 'kodaker' loose on his place some Sunday. After reading the letter I good-naturedly signed it, but remarked that if he was going to send Bill instead of me to help him out on that solicitation, he at least had eliminated one of the objections that he had against my interference—that of sending a man who was not too thin skinned. "I'll scratch Bill off my list," was the quick response, "if he dares breathe a word about that trip, or if the farmer himself should mention it if Bill expresses a thing more than a polite interest. In fact, Bill needn't even mention that he is connected with the road unless he is asked. In the meantime, you needn't discuss this letter with Bill, or tell him anything about the man's proposed trip. Just be indefinite with him about this communication should he take it up with you, and simply say I asked you to write it."

I was used to the Rambler's indirect ways of getting at things at times, and ten minutes after he was gone the entire incident had slipped my mind and did not return until about a week later when I was making a short trip on the line. On that occasion, not being sleepy enough to retire for some time after the berths in the sleeping car had all been made up, I chose to remain in the smoking compartment. I had the latter to myself, and as I sat in the single arm chair that forms a part of the equipment of the combined washroom and smoking compartment, busily thinking on the business subject that would engage my attention in the morning, I noted that the porter, as he came in and out, seemed to glance in my direction rather earnestly. Finally meeting my eye, with a bow he said, "Mistah Rambler ain' wif you-all dis evenin', Cap'n?" I had paid no particu-

lar attention to him before, so had not recognized him, but on this salutation noted that he was the porter of the car that the Rambler deserted in favor of some other portion of the train on a recent trip that we had taken together. "No," I said in reply, "he is not along this time." "Didn' know, sah, but he might be. 'Peers to be on dis train mighty often, and I've seen him and you-all together. Ain' seen him for quite a lil' time now, but las' when he rode wif me he was talking to a gen'man an' I sho would like to know who dat gen'man is and here he's at. Mistah Rambler called him Bill, and he had one of does picture machines wif 'im. Reckon he b'longs where you do, sah?" My proxy letter for Snap-Shot Bill immediately came to mind, and I felt sure he was the one the porter was inquiring after. The Rambler had been so mysterious, however, about Bill and that letter, that before committing myself I wanted to make sure, and also see what incidental information the porter might drop bearing on the matter. So I answered him that his description of the man he wanted to know about was rather vague, as there might be several Bills that the Rambler would have talked to. "Well, sah," he replied, "it was all dis way. Dis man Bill he stahts out wif me and he looks out de window mos' de time, but bimeby he seem' to get restless like and takes dat—wa't you call it, dose t'ings dey take pictures wif?" "A kodak," I said. "Kodak, yes, dat's it. He takes dat kodak out de case and begins to rub it up, shining all de nickel an' blowin' de dust off de leather. Bimeby, when we get down de road at one of de stations, Mistah Rambler comes aboard. He seem tired and don't notice dat man Bill right off, 'cause he comes up from behin' him and you can only see Mistah Bill's haid an' shoulders above the seat. De Rambler looks like he's sho tired. He tho's his grip out his han' on de flo' an' rests his haid on de back of de seat; 'cause you know 'twas a lil' station he got on at, an' he didn' get on my car but walked thro' de rear car to mine so I didn' see him to take his grip in fo' him. Well, sah, he



*Residence of
Birmingham, Ala.*



takes off his hat and stretches out with his feet on de seat in front an' he shuts his eyes like he was goin' to sleep. Bimeby he opens his eyes and see Mistah Bill's haid an' shoulders in front an' he sings out, 'Hello, Bill, dat you?' Den dat man with de what-yo-call it? O, yes, kodak, he turns 'round, sees Mistah Rambler and says 'Hello.' Den he gets up, does Mistah Bill, and 'stead of com-in' 'roun' and settin' down with Mistah Rambler, he leans ovah de back of his seat with his arms restin' on de top an' his kodak in his han' an' says again, 'Hello.' Mistah Rambler seemed too tired to sit up, but still lyin' back he shake his finger at Bill and he say, 'Now 'member, Bill, what I done tol' you if you go down dere an' I specs you is.' Bill he shake his haid an' say, 'Yes, I know. I'm goin' down dere,' wherever dat was. Dat's all I know 'bout him he call Mistah Bill, but I wan' to see him, and I wan' to see him mighty bad." From the description I, of course, recognized Snap-Shot Bill, but before so admitting to the porter I naturally said to him, "What do you want to know who he is for?" "Well," was the cautious reply, "I got sumpin' I wan' to give him." "O," I said, "that's it. Was it something he left on the train?" "Yes, sah; sumpin' he lef' special wif me." "It wasn't anything that you could turn in to the Lost and Found Bureau, was it?" I inquired curiously. "No sah; No, sah, 'twant nottin' like dat. Sumpin' purs'nal." "Well," I said, my curiosity somewhat aroused, and with a thought of possibly getting something on Bill, "what was it?" Rather reluctantly the porter put his hand in his pocket and placed a handful of silver on the seat in front of me, from which he picked out a silver half dollar. "Dat's it, Cap'n," he said, and he passed the coin over. It was unmistakably a lead counterfeit, and I involuntarily made a remark to that effect. "Yes, sah, I knows dat. Can't get rid of it nohow. Don' min', only dat fellow I tell you 'bout, when he gives me it he makes me give him back a quatah in change. Don't care 'bout gettin' nottin' out of him, but I sho would like that good quatah of

mine back." I suppressed a laugh as well as I could and said to him, "O, I know who the fellow was, and I am sure he didn't mean to cheat you, but I will have some fun with him about it just the same. I'll keep this, and here's a new fifty-cent piece to take its place."

Remembering the Rambler's admonition not to discuss the subject of my letter to Snap-Shot Bill I bided my time on the fifty-cent episode and again temporarily forgot the whole matter until one day, some two or perhaps three weeks later, the Rambler again came into my office and this time with a file of correspondence in his hand. There was a curiously satisfied expression on his face as he handed me the file and said, "Read it." The first letter was the one that I had signed introducing Snap-Shot Bill to the farmer and soliciting the good offices of the latter in allowing Bill facilities for taking farm and animal scenes with his kodak. The next was a copy of a letter, of considerably later date, written by the Rambler to the farmer, which in brief said that he, the Rambler, would be going through the farmer's town on a certain train on a given date and that, the latter being on a Saturday, it was presumed that he, the farmer, would be in town that day, and if so, if he cared to meet him at the train, he, the Rambler, would hand him during its stop some pictures that Snap-Shot Bill had commissioned him to deliver and which he thought would interest him. The letter further stated that the Rambler regretted not having time to stop over and make a call, also that he supposed he could have sent the pictures by mail, but inasmuch as it made a somewhat bulky parcel and he was passing through his town as stated, he thought that Bill would be more satisfied if he knew that they were made a matter of personal delivery. The last letter was one written several days after, from the farmer to the Rambler expressing warm appreciation for the pictures and wishing him to thank Snap-Shot Bill for him. It read, in part, as follows:

"You saw the pictures, I suppose, and so you will know that they could not fail to be very much appreciated at home.

We didn't think it possible to make such pretty pictures, and ones that told so many stories of the common and ordinary things about a farm in the dead of winter. Some of our summer boarders have from time to time taken a picture of the house, but the one Bill sent shows the whole building as we have never had it shown before. The trees hide more or less of it in summer, but this winter view, with the trees bare, gives us a complete record of it with the trees themselves, in skeleton outline, making a beautiful feature of the composition. We value particularly the one from a little ways down the road that shows not only the house but all the out-buildings and the barn, for no one has ever attempted so much as that before on account of the foliage that cuts most of them out in summer. Then that picture of my new Percheron team I think the world of, as does my wife the one he took of her little driving mare 'Kitty.' Of course, we have had just plain pictures of our animals, but somehow Bill's look different from anything that has ever come to us before, and I reckon it's because they have been posed with such appropriate settings. I can't write about each and every one, but all of the others pleased us mightily; particularly several that seem to have been taken not so much as a record as to make a pretty picture. Such as the one of my horse 'Charley' reaching his neck out of the stall to be fed, the dog begging outside the door to be let in, the cattle drinking at the holes cut in the ice at the edge of the pond, and that one of the rooster perched on the rim of a wagon wheel in the very act of crowing. But you can readily imagine, I take it, that above all do we prize the picture that he took of our little girl sitting by the fireplace playing with her doll, and the one he took of us all sitting at the table eating dinner. That makes me think, I had trouble getting that fellow to stop taking pictures long enough to take dinner with us. He said, when dinner time came, that he had brought with him all the lunch he needed until he got back to the train at night, and he guessed he'd just nibble at it as he went along over to

the woods to see what he could find there. Of course we would not have it that way, but he got into the woods just the same, and among the different landscapes that he sent me was a mighty pretty photograph of the path through the pines over to the cross-roads, with snow on the limbs of the trees, while on one side, making a foreground feature, is my stacked wood pile where I loosen up my muscles at odd times during the winter. As I have said, we are all very much pleased with the pictures, and we liked the man, too. So you might say to Snap-Shot Bill for us, if you will, that we would be glad to have him come down again, some time during the summer, and see what he can do when the country looks prettier to me than it does now."

The letter was signed with renewed acknowledgments and charges to the Rambler to convey the writer's thanks to Snap-Shot Bill, after which in a P. S. was evidently that which caused the peculiar expression on the Rambler's face. The P. S. said: "By the way, I have changed my mind about that trip and guess we will go over your road. Will see the agent tomorrow."

"I see Rambler, you are a deep one, after all," was my comment as I passed him back the correspondence. "Putting this and that together, that letter of mine for Snap-Shot Bill and Bill's efforts were only a part of a deep laid plot on your part, but I congratulate you on your success. Are you always as under-handed in your methods of securing business?" "That's not being under-handed," said the Rambler with some little show of indignation. "There are only two ways of legitimately soliciting passenger business. One is to take up the matter purely as a business proposition and the other is to take fair advantage of human nature. The business end did not work in this case, but when through Bill I played a bit on human nature I won out in a fair and honorable way; for, as you will observe, unconsciously Bill, for me, gave full value received for my finesse, if there was any question as to such a value involved." "In other words," I remarked dryly, "you made Bill the goat," for I



Birmingham Ala.



Business Section

loved to tease him as I had opportunity, for the sake of hearing his come-back. "Nothing of the kind," was the quick response. "I gave Bill a beautiful time with that kodak of his, and as you will see from the farmer's letter, opened up an avenue of future pleasure for him when the summer comes. As for the farmer, in a sense I put nothing over on him. He will have double value received—in the pictures and in the greater pleasure that is in store for him by taking our line. I know he will enjoy his trip better, for our service is not only the best, but the country through which he will go is the most attractive." "But I do not quite see yet," I remarked reflectively, "just how the thing was made to veer your way. I readily see why the farmer was pleased, but what was the subtlety that turned his mind in favor of our line?" "That's rather interesting," replied the Rambler, "and is a case, I imagine, suitable for psychological analysis by an expert. Bill says he did not intimate to the farmer his connection with the road, and that the farmer did not ask him. Neither did I in my letter to the latter, asking him to meet me at the train to get the pictures, suggest in any way how I happened to be the messenger as between Bill and himself. Really I don't think the fact that Bill's being a railroad man entered the mind of the farmer even when he met me and I gave him the pictures. You may be sure I did not volunteer any information along that line. Nevertheless," remarked the Rambler, sententiously, "I wouldn't for money have given to Mr. Farmer more than that one minute of the train's stop on that particular occasion. On his receipt of the pictures I practically dropped out of his mind, which was as I wanted it, from then on. In time, however, by association, the fact soaked into his mind through the pictures and my simply passing them to him, that Bill was probably associated with us; and by further association a warm spot was opened up in his heart toward our road itself, this in turn culminating in his eventually feeling that he wanted to make his trip our way. It was all a trick of the mind with

him, and he does not probably realize to this minute just why he altered his plans."

"That reminds me," the Rambler went on, abruptly changing the subject, "what a funny thing human nature sometimes is. I have often thought that 'railroad men see a phase of it not given to others.'" "You find it rather good natured as a whole, do you not?" I said, interested in his turn of thought. "Yes," was the response, "it is. Of course we have some hard cases to deal with, but as a rule I have found that if treated fairly it is not a very disagreeable thing to come in contact with." "Still, it takes some funny streaks sometimes, does it not?" I suggested. "That depends upon what you call funny. A peculiar case in that line came up only a day or two ago. Let's go to lunch together," he said as he arose to depart, "and on your way out stop at my office and I will show you the correspondence about it. That will tell the story better than I can."

That noon I called on him as suggested, and he showed me a report that had come in that said a gentleman had called on the writer of the report telling of the loss of his cane on our Seminole Limited, and insisting that it be restored to him. The loser gave specific details as to all his movements on the train that would help locate the walking stick. He said the Pullman porter advised that he distinctly remembered having seen him carry the cane aboard the train, and the porter of the sun-parlor observation car recalled having seen the cane on his arm while in that car. Hence, according to the report, the gentleman seemed very much put out about the entire matter. The cane was not found, however, although the regular routine was gone through for its recovery. Based on the loser's statement and his insistence upon its recovery, it seemed that the cane was of considerable value from a sentimental point of view, aside from its intrinsic value and possible convenience. Upon his having to depart for his home without it, therefore, I could readily imagine he was somewhat peeved. That is, the Rambler pointed out that probability

after I had read the original report. "Now", continued the Rambler, "here's where the human nature comes in, and that of an unusual kind. Read this," and he handed me a newspaper clipping which was an editorial from the pen of the gentleman who had reported the loss of the cane; it developing that he and the editor of the paper were one and the same. The editorial was headed "A Real Good Cane" and told in a funny sort of a way of a supposed loss, but ended up with "and just to think of all that trouble having been raised about a perfectly good cane that had remained at home."

"This is the original of that famous editorial," said the Rambler, "which you may recall was published under its proper caption in our February Magazine." He laughed heartily, however, on my completing the reading and as he closed his desk said, "Now note where the human nature comes in in this case, although I will admit that it is unusual. First the absent mindedness and evident preoccupation of the editor in imagining that he has his cane at all; next, in their anxiety to please, the undoubted honest thought on the part of the porters that they had seen that cane, but last and best

of all, the good nature and fairness of the editor himself in acknowledging his own error and that the joke was on him."

As we walked to the club together, I recalled Snap-Shot Bill's lead fifty-cent piece and laughingly told the Rambler about it. "Give it to me!" was the immediate demand. "Of course I know that he is such a dreamer that he wouldn't know whether he had a leather, lead or silver fifty-cent piece as long as he was not challenged, so I have nothing on him in the episode that is necessarily to his discredit. That is, he evidently had no dishonest intent in the matter. But if I don't have fun with him and hold it over his head for all the pictures I want in the future then I am not the Rambler. Everything helps, you know. Even," he added as an evident after thought, "you helped a bit in that farmer campaign in spite of yourself. You wrote that letter of introduction for Bill, you know," he concluded with a wink. "Yes," he repeated, "every-thing helps." "I may be a worm, as you have often said I am, but I draw the line at being called a 'thing'," was my laughing rejoinder as we passed through the doorway of the club.



Service Notes of Interest

The following, entitled "A Few Suggestions From One in the Ranks," is clipped from the Employees Magazine of the B. R. & P. for February.

Did it ever occur to you what a noticeable improvement in general appearance of your station would result from the occasional use of a damp cloth over the enameled public notices and the various others which are covered with glass and a neat frame? Don't overlook the clock.

Did it ever occur to you that much better results would be obtained in securing legible tissue impressions "without spot or wrinkle or any such thing" by cutting oil sheets, full size of the tissue, thereby avoiding wetting the margin of unused sheets?

Did you ever notice that copy cloths which have become "fishy" produce very poor impressions?

Did you ever estimate the amount of wasted energy and annoyance caused by dragging a squeaking express truck out to trains, when a few drops of oil once a month would correct the trouble?

Did you ever stop to think that an untidy stove with scattered coal and ashes affects the general appearance of your station, as shabby shoes affect the appearance of an otherwise well-dressed man?

Wouldn't it be of profit for every agent to have a book of "information wanted" in which to make record of such matters as are not entirely clear to him? You know the result of trusting to memory until such time as the traveling auditor or other official happens around.

Don't you think the waiting room would look much neater if stove poker, coal hods, and brooms were kept out of sight?

Do you suppose our officials never see anything except those to which they call attention? Sometimes attention to little details opens the way to better things.

Mr. Enos Mills, of Colorado, in a recent speech before the Chicago Association of Commerce on the subject of a National Park Service, said among many other interesting things, the following:

"Two years ago the Americans are known to have spent abroad in one year \$350,000,000. Much of this was spent for scenery. Most of what was spent abroad was spent there simply because Europe and other countries have gotten ready for travelers to spend money.

"It is time to change the slogan, 'See America first.' For the last year the national parks were simply overrun. There

was not room for the people who wanted to see them. The slogan should now be, 'Get our national parks ready to be seen.'

"Now, travel is going to increase, because this country is increasing in population and wealth, and I am sure you gentlemen of this association must realize with every passing day that you yourself and your employes must have a vacation in the out-of-doors, or you won't make good. We must have fresh air and inspiring scenes. Hence the amount spent on travel is going to increase.

"Supposing these national parks were got ready, would it not help American business and industry to have \$200,000,000 or more left in this country each year instead of going out of it? Just as certain as anything, gentlemen, Americans will see America, if you get it ready for them to see. And it is well worth seeing. Many of the scenes in these national parks cannot be duplicated anywhere in the world. So, knowing good things as American people do, they will go to them, if these places are made ready for the traveler."

The Panama-Pacific International Exposition, Office of the President.

February 12, 1916.

My dear Mr. Hatch:

The Panama-Pacific International Exposition was a wonderful success. While its beauty of grounds and setting, its wonderful collection of exhibits and the participation of so many foreign countries and domestic states made it an artistic and educational triumph, it could not have been such a symmetrical success without its enormous attendance.

Nearly nineteen million persons passed through the Exposition gates. This great attendance, far exceeding our estimates, was due in large measure to the almost unanimous support and the great publicity given by the railroads of this country, and to the enthusiastic interest manifested by railroad men.

To you, as a railroad man, I take great pleasure in expressing on behalf of the Board of Directors of the Exposition their appreciation of your unflinching interest and support, which they realize and here gratefully acknowledge as a most effectual contribution to the Exposition's success.

Yours very truly,

(Signed) Chas. C. Moore, President.
CCm-B.

The Manufacturers' and Wholesale Merchants Board, The Cleveland Chamber of Commerce.

Cleveland, Ohio, February 19, 1916.

Mr. Samuel G. Hatch,
Passenger Traffic Mgr., Ill. Cent. R. R.,
Chicago, Illinois.

Dear Sir:

You doubtless are familiar with the fact that a party of nearly a hundred members of this organization recently effected a trip to Oklahoma City, Texas points and New Orleans, using your line in return from the latter.

It is indeed a pleasure to acknowledge the entirely satisfactory handling our party received and to express appreciation of the many courtesies afforded us. Particularly do we feel called upon on the interest taken in our affairs by your Mr. J. J. McLane, who spared no effort to make our trip pleasant. As a single incident indicating thoughtfulness in regard to our effort, may we comment on the fact that our party observed our organization's name on the menu cards in connection with the dining car service, which service was beyond criticism, and we should be glad to have you so state to those having its management in hand.

Very respectfully,

(Signed) Samuel R. Mason, Secretary.
SRM-Q.

The dedication of San Diego's Exposition has been set for Saturday, March 18. The informal opening came on New Year's, but the two months and a half are necessary for the installation of foreign exhibits (sixteen foreign nations exhibiting), construction of new buildings and reorganization of the Isthmus, which houses Exposition amusements.

The author of "Curfew Shall Not Ring Tonight," Mrs. Rose Hartwick Thorpe, has written the poem invitation for the Panama-California International Exposition. Mrs. Thorpe, who now lives in San Diego, and who is engaged in writing a novel, sent the following charming verse to President G. A. Davidson, of the Exposition, a few days ago:

A Dream City on the hills of Balboa

A vine-covered city of magical art.

Her flower gemmed garments of emerald
splendor

Sprang lush from the fount of Earth's
generous heart.

She sits like a queen on her high throne of
beauty

Her glance reaching far to the west and
the east.

On the sun-crowned mesa her banquet is
waiting—

She graciously beckons the world to the
feast.

—Rose Hartwick Thorpe.

THE MAN OF CHEER.

I don't know how he is on the creeds,
I never heard him say;
But he's got a smile that fits his face,
And he wears it every day.

If things go wrong, he doesn't complain—
Just tries to see the joke.
He's always finding little ways
Of helping other folk.

He sees the good in everyone,
Their faults he never mentions;
He has a lot of confidence
In people's good intentions.

You'll soon forget what ails you
When you happen 'round this man;
He can cure a case of hypo
Quicker than a doctor can.

No matter if the sky is gray,
You get his point of view,
And the clouds begin to scatter
And the sun comes breaking through.

You'll find him if you meet him,
And you'll find it worth your while
To cultivate the friendship of
The man behind the smile.

—Progress Magazine.

The monthly bulletin of the C. M. & St. P. for February, in a write-up of a motion picture reel of the electric locomotive in use on its through trains over the mountains, has the following paragraph that will probably appeal to the old railroader:

"As one watches the triumphal test of the electric locomotive as flashed on the canvas, one would be unemotional indeed not to feel a pang of regret at this defeat and displacement of the steam locomotive. The great commercial strides and development of this country and the growth and romance of railroads are inseparably interwoven with the steam locomotive. It began with the wood-burner whose chief distinguishing mark was the flaring smoke-stack. This type of engine was succeeded by the more powerful coal-burner which has by evolution today become the most interesting piece of machinery in operation, but the successful demonstration of the more powerful electric locomotive foretells the decline of the steam engine."

Under date of February 15th, Mr. Geo. D. Hunter, general passenger agent of the Texas & Pacific Railway Co., advises us as follows: "Effective February 15th, our trains began operating into the Trans-Mississippi Terminals at New Orleans, and schedules were readjusted enabling us to connect with your morning trains out of New Orleans, which, I feel confident, will result in a considerable increase in

travel through the New Orleans gateway, and will be of considerable benefit to your line, as well as our own." Trains of the T. & P. leave New Orleans westbound for Donaldsonville at 6:35 A. M., 12:30 P. M., 4:45 P. M., 9:45 P. M.; for Alexandria at 6:35 A. M., 12:30 P. M. and 9:45 P. M., and for Shreveport, Marshall, Longview Junction, Dallas, Fort Worth and El Paso at 12:30 P. M. and 9:45 P. M.

A new Union Passenger Terminal, to be occupied by the Pennsylvania, the Burlington, the Chicago, Milwaukee & St. Paul, and the Chicago & Alton railroads, is now being erected in Chicago. It is claimed that the structure is conceived on a most magnificent scale, equaling in general scope as well as in detail, the finest examples of modern railway stations in the world. It is expected it will be ready for occupancy in the summer of 1919. Its cost, it is stated, will be approximately sixty million dollars.

Mrs. Norah Mulvaney one day met her friend, Mrs. Bridget Carr, who had in her arms her twelfth child.

"Arrah now; Bridget," said Norah, "an' there ye are wid another little Carr in yer arms."

"Another it is, Mrs. Mulvaney," replied her friend, "an' it's me that's hopin' 'tis the caboose."—S. P. Co. Bulletin.

AN ACROSTIC

By F. P. Redman, Commercial Agent,
Dallas, Texas.

In your efforts to find a
Line that will handle your business
Look up schedules of [right
Illinois Central R. R.
None give better service
Or any more attention to
Important business or give more
Satisfaction to its patrons.

Cars are new and latest pattern;
Engines unequaled on any road.
Nothing left undone
To satisfy the most exacting.
Rates are low as any route.
Always looking to please patrons.
Let us do business with you?

Respectfully,

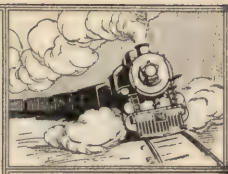
Redman.



COAL WASHERY OF THE ALABAMA FUEL & IRON CO., COALGATE, ALA., ON THE CENTRAL OF GEORGIA RAILWAY 24 MILES EAST OF BIRMINGHAM, WHERE THE STEAM COALS FROM THE ACMAR, MARGARET & NEW ACTON MINES ARE CLEANED OF IMPURITIES AND MADE READY FOR MARKET. THIS PLANT CAN WASH 4,000 TONS OF COAL EVERY 24 HOURS.



TRANSPORTATION DEPARTMENT



Employment of Men

By W. Atwill, Supt.

I AM a firm believer in railroads employing men who reside in towns along their line or relatives of men who are already in their employ.

The man who is roaming around with no well defined place of residence and whom upon questioning is found to have worked at a number of trades in different places and shows every indication of unsettledness should not be employed. Invariably, they have no immediately available funds, are improperly and insufficiently clothed and in no condition or frame of mind to properly perform the tasks or duties assigned them, and when business falls off, leave, never to return. The welfare and interests of the railroad are not theirs, they are unreliable and irresponsible. On the other hand, sons, brothers or other close relatives of those already in the employ or young men from towns along the line of road are the most desirable. Frequently they come to the railroad with a good knowledge of its requirements and responsibilities, having been coached by the father or brother or friend or have unconsciously acquired their knowledge from many years of conversation or association. They have an

interest in the railroad, probably have as boys anxiously looked forward to the time when their age would permit them to enter its employ; are always well and suitably clothed, are able to provide themselves with a standard watch if necessary to have one, and during business depressions have a home and oftentimes a trade or position to fall back on until their services are again required or they have regular employment.

The employment of such men attaches many others, relatives and acquaintances to the railroad directly and indirectly, and undoubtedly brings about a better feeling towards the railroads in the towns along its line and an increase in business.

Eventually a force is built up whose interest is wholly with the railroad, reliable, responsible men, understanding the methods of the company in whose employ they are, that is of inestimable value.

The annual "turnover" in men on a railroad represents a loss that is difficult of estimation, which can be saved by using care in the selection of new employes.

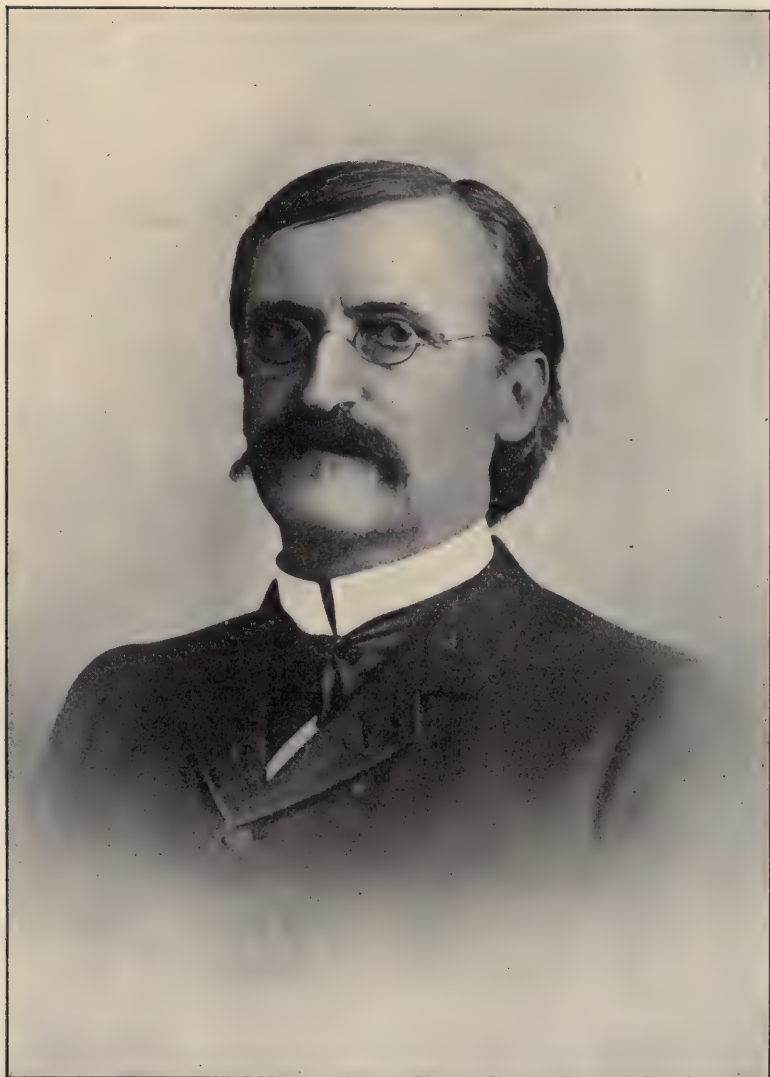
The 1916 Meeting of the American Association of Railroad Superintendents

THE Executive and Advisory Committee of the American Association of Railroad Superintendents at a recent meeting in St. Louis, Mo., selected Memphis, Tenn., as the place for the 1916 annual meeting of the Association. The dates are August 16, 17 and 18, inclusive. Mr. W. S. Wil-

liams, Superintendent of the St. Louis Division, is First Vice-President of this Association and Mr. J. M. Walsh, Terminal Superintendent at Memphis, Tenn., is Vice-Chairman of the Committee on Train Rules.

From the
Law Department

Biographical Sketch No. 20



HON. CORNELIUS V. GWIN

District Attorney at Chicago, Ill., 1890-1898. By His Successor,
Mr. John G. Drennan

Hon. Cornelius V. Gwin, District Attorney at Chicago, Ill. 1890-1898.

By his successor, Mr. John G. Drennan.

Mr. Cornelius V. Gwin was born at Lexington, Miss. on December 19, 1846, and died in Chicago, Ill., on June 21, 1898. He was local attorney for the Illinois Central Railroad Company from 1886 to 1889, at Lexington, Miss. and district attorney at Chicago, Ill., until his death.

When he was about fifteen years of age he enlisted as a Private in the Confederate Army, and served throughout the war in the Cavalry of the indomitable General Forrest. His older brother was an officer in the same army. While he was in practically all of the battles in which Forrest was engaged, he escaped without injury. He seldom talked of his service in the army, but when he did his conversation was most interesting. On one occasion he talked with the writer of his experience in the noted battle at what is known as Brice's Cross Roads. The Cross Roads was the strategical point that the Federals and Confederates ere each trying to reach first. General Forrest remarked, as he was leading his troops, that his Cavalry was superior to the Federals; that he would defeat the Federal Cavalry; that the Federal Infantry on hearing the firing would run themselves down in their endeavor to reach the battle ground, and therefore after defeating the Cavalry they would ride over the Federal Infantry as they would over a gang of sheep. Mr. Gwin remarked that it was the hottest battle he was ever in and that his clothes were actually pierced by Federal bullets seventeen times in one instance the bullet passing between his underwear and the skin, but did not draw blood.

Gwin remarked to the writer that he believed General Forrest's brother, Will, as he was called, was the most fearless and reckless man he ever knew, and that even his own men avoided him for fear of an altercation.

Mr. Gwin's early education was care-

fully attended to by wealthy parents and under the supervision of private tutors; and, as the writer recollects, General Soovey Smith was one of his private tutors prior to the war.

After the war, Mr. Gwin studied law; was admitted to the Bar, and with his older brother, above mentioned, engaged in the practice at Lexington, Miss.

Mr. Gwin was elected a member of the Legislature of the State of Mississippi, and held that position at a time when the silver craze passed along during the early Cleveland administration. The great Lamar was Senator from the State of Mississippi. A free silver member of the State Legislature introduced a resolution which was passed with but one dissenting vote, and that dissenting vote was Gwin. The resolution instructed Senator Lamar to vote with the free silver advocates, which Lamar very properly refused to do. In stating his reasons for not voting in favor of the resolution, Mr. Gwin in substance said: "Mr. Lamar is our Senator. He is one of the brainiest men that the State of Mississippi has ever produced. He has given his life to studying this class of questions. He knows more about the subject matter than all the members of the house, and therefore he would regard it as impudent for the members of the House, and therefore State of Mississippi to attempt to instruct the Senator on a subject which they knew nothing about, and therefore he voted "NO."

Mr. Gwin moved from Lexington, Miss., to St. Louis, Mo., where he was practicing law when the former General Solicitor of the Illinois Central Railroad Company, Hon. James Fentress, appointed him Local Attorney at Chicago, which position he held for a time, and he was then made District Attorney. Mr. Gwin became connected with the Railroad Company at a time when the lake front litigation was at its height; took a prominent part in shaping the result of this litigation; had to do with the compromise



Churches
Birmingham Ala.

ordinance between the Swift administration of the City of Chicago and the Illinois Central, which settled for all time the question in dispute between the City and the Railroad Company from the Chicago River to 16th Street, and which gave the City the prospective Lake Front Park. Mr. Gwin also had to do with the litigation

growing out of the track elevation, and the litigation growing out of the famous A. R. U. strike of 1894, in all of which he acquitted himself with credit. He was a natural-born leader; a thorough scholar, and a magnificent lawyer, as is evidenced by the opinions and briefs which he has left behind him.

Some of the Things Reported to Congress by the Interstate Commerce Commission in Its Annual Report for 1915

In general—In its 29th annual report to Congress for the year ended October 31, 1915, the Commission says, among other things, that its work continues to increase in volume due especially to the greater scope and intricacy of the problems presented and investigated; that of the 905 formal cases decided, 198 were argued orally, consuming 103 days of sittings; that the Commission has employed some 45 Examiners to conduct the hearings, digest testimony, analyze exhibits and otherwise assist in assembling the pertinent facts necessary to reach a decision; and that the rate structures between various communities are now more often the subject of complaint than in earlier years.

Classification Committees' work—The Commission says: The Western Classification Committee as now constituted has been in continuous session for 21 months, a sufficient length of time to demonstrate the practicability of freight classification in the hands of a limited committee whose duties are entirely confined to classification, and whose members represent no particular line or lines and are not interested in soliciting traffic. During the past year the Committee has effected arrangements with various western state railroad commissions to accept and adopt the Western Classification for state traffic, effective upon the same date

that it is applicable upon interstate traffic, thus keeping intrastate and interstate shippers on a parity. Further negotiations are in progress, and with the exception of four states, the Western Classification is applicable intrastate in Western Classification territory. The Official Classification Committee is to be re-organized along the same lines upon which the Western is organized. The Southern Classification Committee holds fewer meetings than either of the other committees. On October 18, 1915, the Southern Classification contained 3,392 less than carload ratings, 2,577 carload ratings, and 3,505 any-quantity ratings.

Carriers' accounts—The underlying principles of the uniform system of accounts for the several classes of carriers are now well established, and it is believed that no extensive revision of the classifications will be required for some years to come. Material progress has been made toward standardization of accounting practice.

Effective July 1, 1915, an order was made requiring all the carriers having operating revenues in excess of \$1,000,000 to classify each of its various items of disbursements relating to operating accounts, according to the relation which the certain item bears to the freight service or to the passenger and allied services of the carrier, rules being given for apportioning items of

expense common to both classes of service, except as to certain items under maintenance of ways and structures, which are for the present left undivided. The data resulting from this order will not be available until after the close of the fiscal year ended in 1916. It is expected that this class of information will be of assistance, not only in rate cases, but also in making comparisons of changes in operating costs from year to year and among various railroads in a given year.

Clayton Act—The Commission directs attention to Section 10 of this Act to become effective October 15, 1916, which provides that in instances where the carrier and a corporation from which the carrier purchases supplies have offices in common, the carrier may not purchase supplies from such corporation in excess of \$50,000 in any one year, except under competitive bidding conducted under regulations provided by the Interstate Commerce Commission, and the section provides penalties for violation of this requirement. The Commission says that this new enactment is calculated to correct serious abuses which the criminal provisions of the Commerce Act and the Elkins Act could not reach.

Leases—Attention is also directed to the fact that violations of the Elkins Act may result from leases made by a carrier to a shipper at less than a fair rental, as announced in *Union Stock Yards Case*, 226 U. S., 286, and in *Hirsch Case*, 204 Fed. Rep., 849. A tendency of carriers to revise all of their leases to avoid granting concessions to shippers in this indirect way has been observed. Nevertheless, investigations in widely scattered sections of the country have disclosed numerous instances where carriers have permitted leases to continue which, in the light of these decisions, are clearly unlawful. Certain of these cases have been recommended for prosecution, and others are under review.

Freight claims against carriers—Of

all claims presented during the calendar year 1914, against steam railroad carriers in the United States, each having revenue exceeding \$1,000,000 per year, 48.36 per cent in number were settled within 15 days from their presentation; more than 65 per cent were adjusted within 30 days from their presentation, and all but 6 per cent were settled within 120 days. From these figures, it appears that much progress has been made by carriers in the matter of handling claims, and there are reasons for believing that their claims departments are now organized on a more efficient basis than formerly.

With respect to risks involved in the transportation of particular commodities, as well as the causes which were assigned by the carriers for the loss and damage, the Commission gives the following data, which are intended to be helpful in the efforts now being made to minimize waste by improving the general conditions respecting marking, packing and handling of freight, and to secure the adoption of measures by which the causes of claims may be abated: Unlocated loss of entire package 15.92 per cent; other unlocated loss, 7.79 per cent; robbery, 6 per cent; rough handling of cars, 13.4 per cent; defective equipment, 10.8 per cent; wrecks, 6.47 per cent; delays, 6.75 per cent; unlocated damage, 20.9 per cent.

The commodities bearing the larger relative amounts paid on 23 classified commodities, the 24th being all *others*, appear in the following order: Grain, 8.39 per cent; fresh fruits and vegetables, 8.3 per cent; live stock, 6.8 per cent; clothing, dry goods and notions, 6.7 per cent; furniture (new), 5 per cent; groceries, 4.4 per cent.

Posting of tariffs—agent's duty—Effective July 15, 1915, the Commission ordered that every carrier subject to the Act is required to have its agent, at every station where tariffs must be posted, upon receipt of a tariff or supplement for file or for posting at that station, immediately write or stamp

upon the title page thereof the date upon which it was received by such agent or other representative, and to keep and preserve a separate record by ICC numbers and supplement numbers of the receipt of each tariff or supplement to a tariff, showing the date received and the date posted at that station.

Recommendations—The Commission recommends to Congress, (a) that the variety and volume of the Commission's work necessitates early enlargement of its membership and express statutory authority to act through subdivisions designated by the Commission to perform its duties with regard to specified subjects; (b) that the pe-

riod for the beginning of all actions relating to transportation charges subject to the Act should be fixed at three years; (c) that Section 20 of the Act, according the Commission right of access to accounts, records and memoranda kept by carriers, be amended so as to also accord right of access to the carriers' correspondence files; (d) that there should be appropriate and adequate legislation on the subject of control of railway capitalization; (e) that the minimum penalty for violation of the Hours of Service Act be fixed at \$100; that the use of steel cars in passenger train service be required, and that the use in passenger trains of wooden cars between or in front of steel cars be prohibited.

What Next in Railroad Regulation

Synopsis of an Address Delivered Before the Transportation Club of Louisville, Ky., by
General Solicitor Blewett Lee

RAILROAD regulation in the United States is not working well. Some states have two-cent fare laws where it costs three cents to carry a passenger. Some states, through their railroad commissions, are taxing the borrowing of money by railroads, to be expended for improvements in others states. One railroad commission has created a protective tariff to keep out merchants residing in other states. In some states excessive taxes are imposed, the burden of which falls upon the citizens of other states, collected in the form of freight bills. The next thing in railroad regulation should be exclusive regulation by the Interstate Commerce Commission, in all cases where a national uniform rule is possible or desirable. State regulation should be confined to local matters in which a uniform rule is not desirable; indeed, it would be better to have national regulation exclusively. There should be national incorporation of interstate carriers, with federal legislation protecting them from being discriminated against in state taxation. There should be national rail-

roads, just as there are national banks. As it is, the burden of excessively low intra-state rates, excessively high state taxes, and excessively expensive state laws controlling the operation of railroads, falls upon interstate commerce and makes interstate rates higher than they ought to be. The railroad systems which have been forced into the hands of receivers by excessive regulation now find that there can be no reorganization without the consent of the railroad commissions of various states, and that there is no way to get these railroad commissions to agree upon a reorganization plan. Railroads cannot borrow money, except with the consent of numerous state railroad commissions, whose policies may not agree. State laws governing the operation of railroads have the effect of controlling railroad action beyond state lines. Since operating divisions cross state lines, clearances required by one state must also be provided in the adjacent states. In 1915 there were 137 state laws passed controlling the operation of railroads by the

different states. These statutes conflict with each other. Some of them have been passed to force the railroads to employ unnecessary men. Railroad regulation has practically put an end to the building of railroads in the United States. In Canada the conditions are much better, because their railroads are regulated by only one commission and one legislative body at a time, and the Provinces do not have control over federal railroads. The system works well, and we should have it in the United States. Our experience is that federal regulation is very much more successful than state regulation. Railroads have become national institutions. We have had state railroad commissions since 1844. The Interstate Commerce Commission has had rate making powers only since 1906. Experience has already demonstrated that federal regulation is adequate, and that state regulation is not. Only in national regulation are the owners of the railroads

represented; in state regulation they practically have no voice at all. Federal authority, once exercised over foreign and interstate commerce, is exclusive. Under the decisions of the Supreme Court of the United States, Congress has power at any time to make national regulation of railroads exclusive. The Interstate Commerce Commission should be given power to authorize agreements between competing railroads regarding services or rates, or for improvement of the public service. The nation should control the amount of wages paid by railroads to their employes, as well as the rates upon which the wages must depend. Unless the railroad business is allowed to earn sufficient money to attract additional capital, the business of the country will shortly be choked by lack of railroad facilities. Regulating a railroad is like regulating a clock; only one person should do it at a time; that person should be Uncle Sam.

The Canadian Plan of Railroad Regulation

ONE of the worst curses from which the railroad companies are suffering today is the discordant character of the orders of the federal and state railroad commissions. Perhaps the Interstate Commerce Commission has been convinced by the railroad companies that a certain interstate rate should be increased. The action of the Interstate Commerce Commission is immediately paralyzed by the state commission in refusing to allow the increase of a competing intra-state rate, so that to all intents and purposes the state commission vetoes the order of the interstate commission.

The experience of having both the state and the federal governments regulate rates has resulted in showing that the Interstate Commerce Commission and state commissions pull in opposite directions, and that the state commissions pull one against the other, until, in the present state of the law, we get nowhere; instead, we have confusion worse confounded, a situation which has taken

away to a great extent the power of the Interstate Commerce Commission to grant relief, when it is so disposed.

The effective work of the Interstate Commerce Commission upon rates begins after the Hepburn Act of June 29, 1906. From this point of view it is interesting to compare the effect of regulation upon railway mileage of the two countries of Canada and the United States since the working of the Hepburn Act. The following table of railroad mileage in the two countries will be found of interest:

| | Canada | United States |
|------|--------|---------------|
| 1904 | 19,431 | 212,577 |
| 1905 | 20,487 | 217,018 |
| 1906 | 21,353 | 222,575 |
| 1907 | 22,452 | 227,671 |
| 1908 | 22,966 | 230,494 |
| 1909 | 24,104 | 236,868 |
| 1910 | 24,731 | 240,438 |
| 1911 | 25,400 | 244,180 |
| 1912 | 26,727 | 246,816 |
| 1913 | 29,304 | 249,630 |
| 1914 | 30,795 | 252,959 |

| | | |
|--------------|--------|--------|
| Increase | | |
| in 10 years, | 11,431 | 40,282 |
| Per cent | | |
| increase | 59.9% | 18.9% |

It can readily be seen that the percentage of increase has been very much greater in Canada than on our side of the line. Another interesting feature of the situation is that while in the United States we have something like 390 inhabitants to every mile of railway, they have only 266; in other words, 2 people in Canada have as much railroad mileage to their credit as 3 in the United States.

We do not pretend that railway regulation in Canada is ideal. Although the commissioners hold office for life, and the head of the commission receives a salary of \$15,000 a year, they are not free from human frailties altogether. The point is that under the system of regulation prevailing in Canada the construction of railways has been proceeding more than three times as fast as it has in the United States, and this in spite of the fact that the United States had, and still has, great undeveloped areas.

By the British North America Act of 1867, it is provided in Section 92, relating to the exclusive powers of Provincial Legislatures, that they may make laws in relation to matters coming within the class, amongst others, of:

"10. Local Works and Undertakings *other than* such as are of the following classes:

a. Lines of steam or other ships, railways, canals, telegraphs, and other works and undertakings, connecting the province with any other or others of the provinces, or extending beyond the limits of the provinces.

b. Lines of steam ships between the province and any British or foreign country.

c. Such works, as although wholly situate within the province, are before or after their execution declared by the Parliament of Canada to be for the general advantage of Canada or for the advantage of two or more of the provinces."

By the previous section of the same

act the Dominion Parliament is given exclusive jurisdiction over such classes of subjects as are expressly excepted in the enumeration of the classes of subjects by this act assigned exclusively to the legislatures of the provinces.

It will be observed, therefore, that in Canada, as soon as a carrier becomes what we would call an interstate line, it slips into the class of undertakings which are regulated exclusively by the federal government. Indeed most of the important Canadian lines operate under charters granted by the Dominion Parliament. The result is a class of federal railways which are within the exclusive regulation of the general government, as distinguished from small or local railways which, until they are declared by the Parliament of Canada to be in the federal class, are subject only to the provinces in which they are respectively situated.

It is impossible not to admire the simple and clear system by which there is but one regulating body at a time for a railway company. There is no clashing of jurisdictions, the questions in each case being decided by the kind of railway concerned, whether the physical structure or railroad itself is a federal railway or a provincial one. Our brethren across the border have dealt with the matter in a way that reflects great credit upon their intelligence. It remains only for Congress to say when the regulation of railway companies in the United States shall be placed upon a like clear and effective basis. Why not have federal railways all whose rates are controlled by the federal government?

As was said by Mr. Justice Hughes, in delivering the opinion in the Minnesota rate case, at the conclusion of the first part of the opinion which discusses interference with interstate commerce:

"If the situation has become such, by reason of the interblending of the interstate and intrastate operations of interstate carriers, that adequate regulation of their interstate rates cannot be maintained without imposing requirements with respect to their intrastate rates

which substantially affect the former, it is for Congress to determine, within the limits of its constitutional authority over interstate commerce and its instruments the measure of regulation it should apply." •

All that would be necessary would be for Congress to provide that wherever an intrastate rate or practice substantially affected interstate or foreign commerce, power to fix or control the rate or practice should be exclusively in the Interstate Commerce Commission. The present unseemly conflict of jurisdiction would then be removed and an effective and sensible regulation of rates would then become possible in the United States, there had been no appeal provided from the highest courts of the states to the Supreme Court of the United States

upon questions arising under the Constitution of the United States, the constitutional law of the United States would have still been in the same absurd muddle which we now find in case of the regulation of railroad rates.

If Congress is not prepared to deal with the matter as wisely and simply as the Canadian Government has done, and it is necessary to preserve for local purposes the offices of railroad commissioners which have been created in so many of the several state, a less effective system, but at least a possible one, might be constituted by granting an appeal from the state railroad commissions to the Interstate Commerce Commission, where an order of a state commission substantially affects interstate or foreign commerce.

Illinois Law Review.



UNITED STATES SENATOR OSCAR UNDERWOOD'S HOME.

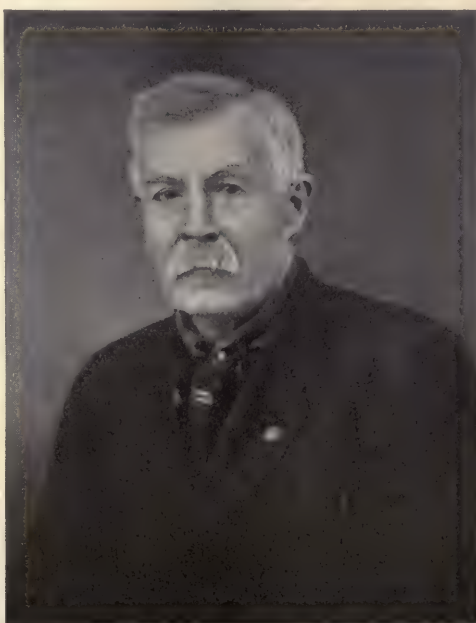


| Name | Occupation | Where Employed | Service | Date of Retirement |
|-------------------------------|--------------------|----------------|----------|--------------------|
| Patrick Boyle..... | Section Foreman | Chatsworth | 21 years | 11/30/15 |
| Daniel W. McMillan..... | Blacksmith | Water Valley | 51 years | 12/31/15 |
| William H. Dickens..... | Operator | Du Quoin | 30 years | 1/31/15 |
| Vernon A. Pixley..... | Engineman | Centralia | 31 years | 1/31/16 |
| Alexander McCall (Col.)..... | Laborer | Mounds | 32 years | 1/31/16 |
| John Avant (Col.)..... | Pumper | Sardis | 30 years | 1/31/16 |
| Louis N. Bourdeau..... | Messenger | Dubuque | 35 years | 12/31/15 |
| Joseph B. Kelly..... | Machinist Handyman | Dubuque | 40 years | 10/30/15 |
| Lester L. Neeley..... | Agent | Storm Lake | 31 years | 3/31/16 |
| Tony Moore (Col.) Y.&M.V..... | Sec. Laborer | Memphis | 30 years | 6/30/15 |



CALVIN STEPHENS.

MR. CALVIN STEPHENS entered the service of the Illinois Central Railroad Company about 31 years ago, serving about sixteen years in the track department and fifteen years as pumper; and was retired November 30, 1915, on a pension.



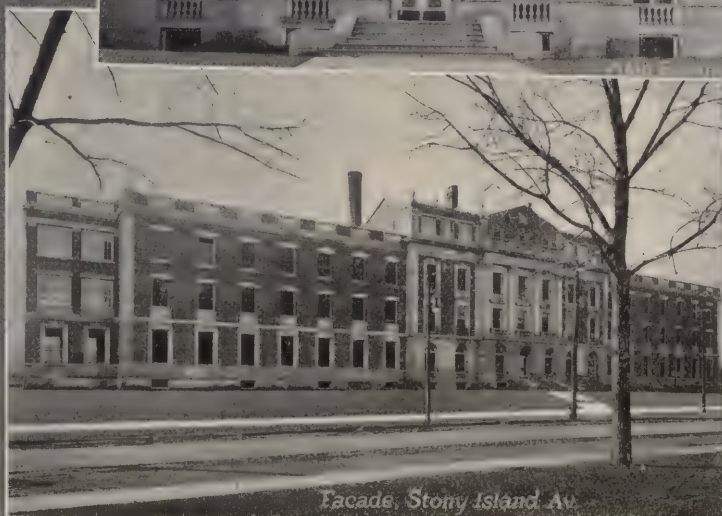
GEORGE HURT

MR. GEORGE HURT entered the service of the Illinois Central Railroad Company at Patoka, Ill., in 1871. Promoted to the position of Section Foreman, and served in this capacity until December 1, 1915, at which time he was retired on a pension.



From the South

*Illinois
Central
Hospital*
Opened
March 6, 1916



Facade, Stony Island Av

Illinois Central Hospital, Chicago

1. **Purpose**—Primarily for railroad employes, but other patients will be received when space is available.
2. **Capacity**—125 beds. The largest ward is four beds, of which there are thirteen. There are three three-bed wards, ten two-bed wards and twenty-one private rooms.
3. **Construction**—Fireproof throughout.
4. **Finish**—Highest type of hospital finish throughout, including flush steel door frames, flush panel doors and all scientific provisions to insure cleanliness and quiet.
5. **Mechanical Features**—Unusual feature is the hot water heating system, insuring well graduated and even heating. Vacuum cleaner provided. All water filtered, drinking water twice filtered and refrigerated. Refrigerator system is a carbon dioxide with large ice-making capacity. Two large high pressure boilers and garbage crematory.
6. **Exterior**—Expresses the apparently conflicting character of its use and ownership. Essentially domestic in appearance, it develops a dignity commensurate with its public character, railroad ownership and conspicuous position in Jackson Park. Materials are of Bedford stone and brick, running from the pinks into browns and purples, laid in English cross bond, which adds much life to the texture of the wall surfaces.
7. **Development**—First unit of the hospital is completed. It is planned eventually to erect a nurses' and helps' home on the north and another hospital wing on the south, which will then increase the accommodations to a total of 300 beds.
8. **Facilities for Care of Patients**—Are here developed to a point not exceeded by few hospitals. The power house is in a two-story building to the west of the main building, and on the second floor is a commodious light, airy and well equipped laundry. This building is connected to the main hospital by a tunnel partially above ground and used for communication between buildings as well as for transmission of heat, etc.
9. **Kitchens and Food**—Kitchen is two stories in height; is light and airy. It is planned for a much larger hospital. Refrigerators are ample and all lined with white enamel and cooled mechanically. Each floor has a commodious sewing room.
10. **Sun Porches, Etc.**—An unusual and interesting feature of this hospital are the facilities for the recreation and open-air treatment of ambulatory cases, convalescent and the acutely ill. For the acutely ill, on each patient's bed floor, second and third, are sun porches, 26x18, to which patients' beds can be wheeled. The fourth floor is entirely given over to the ambulatory and convalescent cases. At the south end is a large solarium opening onto a paved roof garden. At the north end a large billiard room and an adjacent card room are provided. All rooms on the fourth floor enjoy the beautiful view over Jackson Park.
11. **Grounds**—Landscape work not yet begun, but entire property will be developed for use of patients.
12. **Special Facilities**—Three operating rooms of the most modern type, with all necessary accessories.
 - Two surgical dressing rooms.
 - Emergency operating room on first floor.
 - Out-patients' Department consists of drug room, waiting room and three examining rooms.
 - Laboratories—Two laboratories completely equipped for advance research and study—a department of great value to the patient.
 - X-Ray Department—Two rooms fully equipped with the latest X-Ray apparatus and equipment.
 - Hydro-Therapeutic Department—Completely equipped for the treatment of diseases by means of electric light. Nauheim, hydro-electric and Sitz Baths.
 - Zander Department—This department, the only one of its kind in the city, will be equipped with apparatus for the mechanical exercise of all parts of the body, and with electric baking apparatus for the treatment of disease by means of heat applied directly to the affected part.

13. **Construction**—Ground broken October 24th, 1914. Building opened March 4th, 1916. Construction of building was interrupted by the building trades' strike lasting about four months.

14. **Architects**—Richard E. Schmidt, Garden & Martin.

Hospital in charge of Chief Surgeon Dr. G. G. Dowdall, with a complete attending staff of physicians and surgeons.

Illinois Central Railroad Company

OFFICE OF VICE PRESIDENT

Chicago, March 1, 1916.

NOTICE

With the opening of the new Hospital at 5744 Stony Island Avenue, March 6, 1916, the hours of the Doctors on duty at the 12th Street Infirmary in the Dowie Building will be curtailed, and the following hours will obtain at each point:

At Illinois Central Hospital

Dr. T. P. Ranney.....9:00 A. M. to 11:00 A. M.

Dr. L. L. Iseman.....12:00 Noon to 2:00 P. M.

At 12th Street Infirmary

Dr. J. E. Kelley.....10:00 A. M. to 12 Noon

Dr. W. T. Harsha.....1:00 P. M. to 3:00 P. M.

In any emergency case, employees will receive treatment at new Hospital at any hour of the day or night.

W. L. Park,
Vice-President.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
• • • • • teaching people how to live • • • • •

The Climatic Treatment of Disease

THAT climate is helpful in many ailments and diseases no person will deny, but it is absolutely essential that certain measures should be adopted and inflexible rules followed in order that the beneficial results can be obtained. It is true that certain climates are especially beneficial in special diseases such as rheumatism, tuberculosis and catarrhal conditions. Each of these are benefited by climate, but in selecting the place with a view to securing the desired climate, attention must be paid to the relative humidity; the amount of rain-fall as well as the amount of sunshine and also the probable effect of the journey. A most important point which concerns both the physician and the patient, as well as the family, is in cases where the bread-winner himself is the patient, for then it is of the greatest importance to consider the possibility of his continuing in some degree to add to the family earnings.

It should be impressed upon our readers that in order to obtain the best results the change in climate must be made when the disease is in its incipency; that is, in its early stages, for it is worse than useless for an individual who is in the advanced stages of pulmonary tuberculosis to be sent away from home with the idea that the change in climate will be of some benefit to him. The responsibility of the physician in consideration of such cases calls for rare judgment, and the

patient as well as his family should be governed by sound medical advice in considering the matter of changing a climate with benefit to the one seriously ill.

Pulmonary tuberculosis and pleurisy do well in a high and dry climate, and it is also important that abundant sunshine should be present in such cases. Excessive cloudiness is an objectionable factor not only because of the fact that psychologically it produces a mental depressing effect on the patient, but it also cuts off the beneficial effect which would be obtained from the sunlight. A ratio of cloudiness exceeding 70 per cent of the total results seriously in a given climate. There is no truth in the idea that was at one time advanced that a lack of sunshine favors the dissemination of infectious diseases, other than that in such conditions the individual has fewer days in which he may have the assistance of the sunshine in his warfare against the infection. The sunshine also has a tonic effect, and consequently the resistance of the individual against disease is thereby increased.

In considering climates it might be well to think of two important factors: First, temperature, and second, the relative humidity of a given locality. In diseases of the chest the temperature should be such that the patient may be out-of-doors practically all the time. It should be high and dry, and Colorado, California and New Mexico are

ideal for such conditions. As one approaches the lower levels and the sea shores the relative humidity is so greatly increased that pulmonary and catarrhal conditions generally are aggravated, consequently the beneficial results to be obtained from the higher altitudes are especially pronounced in these conditions.

The practical side must be borne in mind in consideration of a seriously ill individual going to some other climate. In the first place, in order to be of decided benefit to a patient a considerable period of time is necessary in order to bring about any permanent benefit. Another point is that the living conditions are usually higher for sick people in these localities which are most beneficial, because of the considerable number of patients which flock to those places. A young man or woman should have at least \$50.00 a month in order to provide the essential living comforts, and this may be stated as the minimum amount, as in some localities a greater amount may be necessary.

A second point is that it is unwise to send a young person or a sick person, unaccompanied by friends, to a strange country in pursuit of health. Homesickness, one of the most potent and persistent enemies of the health seeker, will be the inevitable result. Indeed, homesickness often does more harm to the young persons than the climate can be of benefit. Then, too, worry over meager finances is sure to be a serious clog to the patient's recovery. It is not practicable for the health seeker who has a serious ailment to expect to be able to work regularly while in his new climatic surroundings, because of all things he must avoid overwork and worry. There are certain conditions and certain stages of diseases which are benefited by a certain amount of physical exercise, such as can be obtained by light work in a garden or a farm, but this should only be undertaken under the direct supervision of a capable physician.

The two things which are most needed are freedom from worry and ability to rest and relax from physical strain. When a physician tells a patient that he has pulmonary tuberculosis or pleurisy, that should not be considered as wholly discouraging to the patient. It is simply a call to arms. The weapons of our warfare are largely the instruments of our own manufacture. They are intelligence, cheerfulness, and a determination to fight the enemy until victory is ours. The cure is not to be found at the drug store. In order to wage a successful fight against chest diseases the patient must give attention to the little things, for the outcome of the battle depends in no small measure upon the faithful and systematic attention to the little details of our daily habits.

The matter of dress is of importance. Dress simply or in accordance with the climate in which you are located. The writer is firmly of the opinion that many colds and many acute pleurisies are due to the lack of proper clothes or the wearing of too much clothing. The medium is to be aimed at. Woolens or pure linen should be worn next to the skin, and in the higher altitudes, such as found in Colorado, it is necessary for the patient to dress quite warmly in the winter time.

Women affected with pulmonary tuberculosis should accustom themselves to going without a corset, and with a view to abandoning it altogether. All tight fitting clothing and collars should be discarded both for man and for women. Shoes should be durable and comfortable, with soles that are sufficiently thick to keep out all dampness. To the sufferer who has a daily temperature, rest and ease are the essentials. Just plain do-nothing, lazy-as-you-please rest is the "big medicine" in tubercular conditions involving the lungs and pleura. For the active man or woman this is a very difficult kind of medicine, but one should accustom oneself to it, and for the time being forget life's ambitions.

With the renewal of life and strength there will be a return of the ambition, and the capability of following it.

Because the spirits are low and the sky laden on certain days it should not be concluded that no improvement is being made. "Some days must be dark and dreary." In daily conversation or correspondence the patient should not make a practice of talking or writing about his or her condition. Think healthful thoughts, read healthful books. This dreary, never changing tale of mortal maladies is worn and stale.

"You cannot charm or interest or please,
By harping on that minor chord,
disease;
Say you are well, and all is well with you,
And God will hear your words and make them true."

Here are ten commandments for the health seeker:

1st. Live in the pure air and sunshine all the time.

2nd. Eat all the wholesome food you can properly assimilate.

3rd. Rest and sleep, with plenty of both.

4th. Be cheerful, talk and write cheerfully, read cheerful books and think cheerful thoughts.

5th. Keep your person and surroundings clean and sanitary, both as a safeguard to yourself and others.

6th. Exercise in moderation, but under the advice of the physician.

7th. Eliminate entirely all forms of dissipation, excesses and late hours.

8th. Shun patent medicines and quack doctors.

9th. Employ a competent physician and follow his instructions.

10th. After you have been pronounced cured, just keep on living simply and hygienically, with the result that your days will be long in the land and your restoration to health will be an inspiration to other sufferers.

There is no greater boon to humanity than favorable climatic conditions when the case in hand is of the type that will be benefited by such conditions, but it is necessary that other treatment be considered as essential, and always that the matter should be discussed with and decided by some capable medical adviser.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Dr. G. G. Dowdall, Chief Surgeon,
Chicago, Illinois.

Dear Doctor:

Recently I was stricken with a serious illness and was confined to my bed in St. Francis Hospital, Waterloo, for two weeks. I wish to advise that I received the very best of treatment at the hands of both the Company surgeons and hospital people.

Yours truly,

(Signed) Fred Chevalier, Conductor,

Minnesota Division.

McComb, Miss., November 30th, 1915.

Dr. Wm. W. Leake, Asst. Chief Surgeon,
New Orleans, La.

Dear Doctor:

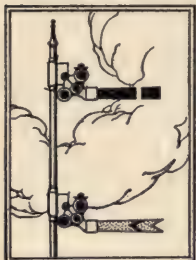
Please accept my thanks to you and your entire staff of hospital department doctors and nurses for the successful operation and treatment I received while a patient in the Illinois Central Hospital at New Orleans, La. I was operated on for appendicitis and have now returned to work, feeling fine and have entirely recovered.

My kindest regards to all and a successful future to the Illinois Central Hospital is the wish of

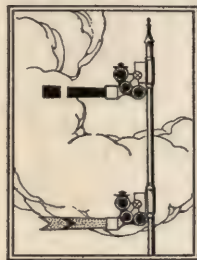
Your friend,

Monroe McDaniel, Car Repairer,
Illinois Central Shops.

SAFETY FIRST



COURTESY
AND
EFFICIENT
SERVICE
ALWAYS



Minutes of Meeting of New Orleans Terminal General Committee—"Safety First"

F. T. MOONEY, Terminal Superintendent, (Chairman).

T. QUIGLEY, Roadmaster.

J. W. COUSINS, Agent, Poydras.

A. E. SCAIFE, Agent, Stuyvesant Docks.

E. C. RODDIE, District Foreman.

L. R. WYMAN, General Yardmaster.

D. B. MUGAN, Division Electrician.

A. SMITH, General Foreman, B. & B.

J. E. ROGAN, Track Supervisor.

H. A. WILSON, Supervisor of Signals.

J. E. MULDERY, Chief Clerk, (Secretary.)

General.

MR. MOONEY addressed the men and explained to them that it was the desire of the Management that they pursue the campaign of Safety First with renewed vigor, and asked their co-operation along this line.

Minutes of the Stuyvesant Docks, Government Yard, Poydras Yard and Harahan Yard Sub-Committees were read, and it was noticed that several minor features had been taken up by these sub-committees and corrected by them.

Tracks on Front Street, Levee Yard.

This subject was thoroughly discussed. One track should be thrown over to give sufficient clearance. The necessary work was recommended in December, 1914, and it was then decided by the Management to hold the matter in abeyance until a more propitious time.

At this point there has been one man killed, one man rolled between the cars some months ago, and very recently an engine cab was knocked off. Detailed plans and estimate have since been re-submitted, and the work again recommended. This is a very dangerous condition, and should be corrected without further delay.

Handling Gasoline for the Motor Car.

The present method of supplying gasoline to motor car 116 at Union Station is very unsatisfactory and dangerous. This gasoline is pumped directly from drums on station platform

into the motor car. The element of danger is very great, and some provision should be made to overcome this hazard.

We recommended several months ago that we arrange with the West India Oil Company of Destrehan to supply us with gasoline at that point. We understood they would install one of the modern oil supplying stations at Destrehan for this purpose.

**Proper
Disposition of
Plugs on Top
Of Refrigerator
Cars.**

The plugs with chains, as now handled, do not create the hazard of personal injury, but it was shown that the plugs not chained were an element of danger when left on the top of a car. It was decided to instruct all concerned on the New Orleans Terminal to drop such plugs into the ice tanks, and it was suggested that the same instructions be given to all points on the system.

**High
Explosives in
Outward
Merchandise
Warehouse
No. 7,
Poydras
Yard.**

Report of sub-committee showed discussion of this subject. It was decided that the present practice of holding all such freight on four-wheel truck at the extreme north end of the building, to be loaded just before closing of cars, so as to minimize the hazard of accident throughout the day, was a very good one. All such shipments are loaded in station order, the necessary space in the car being left for same.

The New Orleans Terminal Safety Committee would like to know the practice on other divisions, as regards the loading of L. C. L. shipments of high explosives.

**Roof, Wharves
1 and 2
Stuyvesant
Docks Leaning
Toward
Louisiana
Avenue.**

This matter was referred to General Superintendent recently, with request that an inspector be sent to New Orleans to look into this condition.

**Condition of
Roof Over
Drip Sheds,
Elevator
D. & E.
Stuyvesant
Docks.**

Attention was also called by sub-committee to hazard of accident by reason of loose sheets of tin on these drip sheds. These sheets were blown loose by storm of September 29th. The necessity of making repairs at an early date was brought to the attention of General Superintendent a short time ago. The matter should be given immediate attention.

**Exposed Tanks
At Texas Oil
Company's
New Plant,
South End
Government
Yard**

Sub-committee calls attention to exposure of tanks at Texas Oil Company's new plant while unloading inflammable oils and materials. It was decided that General Foreman of Bridges and Buildings, A. Smith, would visit the Local Manager of the plant and endeavor to have the oil company build a shed, to reduce the hazard of accident.

**Extending
Constantinople
Street
Viaduct to a
Point Near
Wharf.**

The subject of liability of personal injury account persons crossing Stuyvesant Docks Yards to get to Constantinople street viaduct was discussed, and it was recommended that this viaduct be extended to a point near the wharf, the same as viaducts at Foucher and General Taylor streets.



Churches, Birmingham, Ala.





Illinois Central [Railroad] Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic, J. A. Osborn, General Baggage Agent—Chicago, Ill., February 1, 1916

INFORMATION AND INSTRUCTION BULLETIN NO. 3

Transportation of Corpses Through New Orleans

13. Under a recent ruling of the Louisiana State Board of Health, it is no longer necessary to secure a special permit for the shipment of corpses into and through New Orleans. However, this does not affect in any way the use of the regular permits for the transportation of corpses which are issued by the State Board of Health and which must in all cases be properly filled out and accompany the shipment.

Improper Free Baggage Allowance

14. Attention is called to the practice of some commercial travelers of purchasing or borrowing additional tickets to evade the payment of excess weight charges. For example, a salesman carrying considerable excess weight will borrow one or more tickets from other passengers traveling between the same points and present them for the purpose of securing more than the proper free allowance of 150 lbs. on his samples. Or, in case he checks between stations only a few miles apart, he will purchase additional tickets for less than his excess baggage would cost him. Rule No. 3 of our tariff provides that baggage will be checked only upon presentation

of the ticket WHICH IS USED BY THE PASSENGER FOR HIS TRANSPORTATION; also that all tickets must be canceled with BC punch. This rule, if carefully observed, will break up these practices and agents should give the matter very careful attention.

Quadrennial Weighing of U. S. Mails

15. The regular quadrennial weighing of U. S. Mails on all trains south of the Ohio River will commence sometime in February. Train Baggage men will please make prompt report to this office of any mail which they are not certain is being duly weighed at some point, stating the point where the mail is received and its destination.

Exchanging Receipts for Baggage

16. Agents and train baggage men could add much to the efficiency of the service if they would adopt the plan of exchanging receipts for baggage before transacting other business, which could be done by having their bills ready to exchange as soon as the train stops.

Improper Disposition of Lost Check Receipts

17. Some agents seem to have the idea that lost check receipt, form GBO 5,

is a receipt to be given to passengers, when duplicate checks are lost, for the 50c deposit which they are required to make. This idea is altogether erroneous. This form is a receipt given to the company by the owner of the baggage for delivery of his baggage without surrender of the duplicate checks and must in all cases be immediately forwarded with the string checks covering the baggage to the General Baggage Agent.

Record of Checks Exchanged

18. It is very important that when an agent exchanges checks with a passenger a record be kept of the numbers of the checks taken up, as well as those issued. In investigating a claim recently, where checks had been exchanged at two stations by the passenger, neither agent was able to give the numbers of the checks which he had taken up. Where special forms are not provided on which to keep this record, it is suggested that the agent making the exchange endorse on the check originally covering the baggage the number and destination of the check which was issued in exchange. Since agents are required to hold all checks stripped from baggage for a certain length of time, it would be a very easy

matter for them to go over their stripped checks and readily locate the numbers of checks taken up and issued in exchange, which information it is very often essential for us to secure.

Embargo On Live Animals Into Canada

19. There have recently been important changes in the Canadian laws governing the importation of live animals and animal products into the Dominion of Canada. The only change directly affecting the baggage department is the following:

"Dogs, other than those used for herding cattle or sheep, may be admitted."

Showing Numbers of Tickets On Baggage Checks

20. It has been noted frequently that agents sometimes endorse on baggage checks "Two Tickets," "Three Tickets," etc., presumably to prevent train baggagemen or agents at destination making C. O. D. collections on overweight baggage. This endorsement of checks is improper. When it is thought advisable to endorse the number of tickets on which baggage is checked, the form and numbers of the tickets must be shown.

A Compliment to Illinois Central Service

Refer to File 44-775

Memphis, Tenn., February 14, 1916.

THEATRICAL: Twin Beds Co.

MR. HATCH:

I quote below for your information letter dated February 10th, received from Mr. Harry Sweatman, Business Manager "Twin Beds Co."

"There are times when we get back at a railroad and 'cuss' it for all it is worth, but I cannot refrain from congratulating a railroad when it's coming to them. I left Helena yesterday at 4:30 P. M. for Greenville; after surmounting difficulties that would make a saint swear, your road brought me into Greenville on time. It was splendid and showed efficiency that is really remarkable, and I will venture to say, that I do not think there is a road in the South that could accomplish the feat that the Illinois Central did when it landed me in Greenville on time."

G. H. Bower.



CITY HALL

Birmingham Ala.



POST OFFICE AND FEDERAL BUILDING



CHAMBER OF COMMERCE

Public Buildings

FREIGHT TRAFFIC

DEPARTMENT



Memphis Traffic in Cotton, Cotton Seed Products and Lumber

By W. F. Meath, Commercial Agent

Cotton

The country's total cotton crop for the season of 1914-15 was 15,108,011 bales; of this volume Memphis handled in net receipts 660,748 bales, gross receipts 1,070,607 bales, and the value of Memphis net receipts was \$25,967,396.40. By net receipts is meant cotton placed in warehouses at Memphis, while the term gross receipts includes cotton passing through Memphis without being warehoused. Of this Memphis cotton the receipts via our lines were a very large proportion.

Owing to perfect conditions for the handling at Memphis, both as to storage and compression, the buyers located in Memphis are sending their representatives to the small towns to buy direct from the planters, more so than in former years, knowing that when loaded in our cars at the small stations there is no opportunity for damage after arrival at Memphis as the cotton is delivered at Memphis in the same cars on an interchange track for the Memphis Terminal Corporation, the latter company handling with their own switch engine and having about ten miles of their own trackage to serve their various warehouses, compresses, and handling platforms as well as a trolley system for handling the cotton from the cars to the various consignees' compartments, the cotton being constantly under shelter.

The plant of the Memphis Terminal Corporation covers an area of 170 acres. The writer would be glad, were it not for limited space, to endeavor to explain at length, the care, safety and perfection of handling cotton in the minutest detail by this, the largest corporation of the kind in the world. Suffice it to say that several years ago Northern bankers seeking further outlet for their capital, visited Memphis, investigated the handling of cotton by this corporation, were unstinted in their praise of the system, and eager converts to advancing capital on cotton warehouse receipts in competition with others, insuring minimum interest.

Cotton Seed Products

Cotton seed, which some years ago was not considered of great commercial value, being scattered broadcast on the land as a fertilizer, has since become an important factor to the planter. In the present season the price, per ton of 2,000 pounds, has varied from \$35.00 to as high in some instances as \$50.00 per ton. With the late improved machinery used by oil mills, a ton of seed should yield crude oil, 40 gallons or 300 lbs., meal, 810 lbs., lint, 40 lbs., hulls, 700 lbs., waste, 150 lbs., total 2,000 lbs.

The oil is refined and principally used to make compound lard cooking oils, butterine, and the "off" oil or tankage is used by soap manufacturers. Besides the large volume used as above, its other uses are as cooking and baking oil and salad dressing; also candles are made from it, and it is used for illuminating purposes in its oily state. Considerable of it is exported. This product is also used for packing sardines and it is said much of the "pure olive oil" that comes from Europe is refined cotton seed oil.

For the season 1914-15 the oil yield was 200,000,000 gallons, the average price 40 cents per gallon, value \$80,000,000. The production for 1915 is unknown to the writer at present, but the present price is 52 cents per gallon.

For the season 1914-15 it is estimated there were produced 2,197,000 tons of meal at an average market price of \$26 per ton, or \$57,137,600, the present price being \$30. Cotton seed meal is considered by many feeders of experience as the premier feed for cattle and stock.

The fertilizer companies buy some of the meal, known as "off meal," which they mix with German Kanit and other ingredients and make fertilizer of excellent quality.

In the season of 1914-15 cotton lintlers were produced aggregating 433,815,000 pounds at 2 to 2½ cents per pound, value ranging somewhere between \$8,000,000 and \$11,000,000, the present price being 6 cents. Cotton lintlers are used to manufacture rope, twine, carpets, batting, mattresses and for many other purposes.

The production of hulls in 1914-15 was about 1,649,700 tons ranging from \$6.50 to \$7.00 per ton and value ranging somewhere between \$9,000,000 and \$12,000,000. The present price is \$12 per ton.

The above are the chief by-products of cotton. There are a few others which find ready sale, such as motes and tank settlings or soap stock, not included in above figures.

About 80 per cent of the crop is crushed by the oil mills, the other 20 per cent remaining being used for seed, feeding of cattle and in some instances for fertilizer.

The industry has grown in Memphis from a few small oil mills, some years ago, until at present we have eleven high power, latest improved machinery oil mills with a seed crushing capacity of about 1,200 tons for each 24 hours. About 150,000 tons of cotton seed are crushed by these mills each season.

In connection with these oil mills and separately, we have seven oil refineries, some of them manufacturing the hard compound, cooking oils, etc.

We also have two fibre plants that manufacture fibre and mixed feeds, in the latter using the hull bran or ground hulls mixed with cotton seed meal for stock food.

Lumber

Memphis is the largest hardwood lumber market in the world. We have twenty-seven hardwood sawmills, eleven handle, spoke and hardwood specialty mills, four box factories, three veneer factories, four dimension stock factories, three tight cooperage stock factories, four slack cooperage stock factories, five wagon and carriage factories, three furniture factories, one car factory, one coffin factory, two hardwood flooring factories, one washboard and screen door factory, thirteen planing mills, twenty-five wholesale hardwood distributing yards and twenty retail lumber yards.

The manufacturing, wholesale and retail firms handle in one year:

| | Total Feet | Total Value |
|--|-------------|--------------|
| Hardwood lumber manufactured in Memphis..... | 124,028,749 | \$ 3,428,565 |
| Lumber manufactured by Memphis firms, mills outside of the city | 169,139,012 | 3,543,242 |
| Yarded in Memphis, not included in amount manufactured..... | 118,592,983 | 3,266,924 |
| Direct shipments by Memphis firms from country mills. Total hardwood handled by Memphis firms..... | 572,599,278 | 13,765,660 |
| Exported from Memphis..... | 21,768,955 | 703,909 |
| Exported by Memphis firms from outside points..... | 27,735,504 | 739,550 |
| Total exports | 49,564,459 | 1,443,459 |
| Logs received by Memphis sawmills by rail..... | 90,564,000 | 2,010,631 |
| Logs received by Memphis sawmills by river..... | 53,443,667 | 786,655 |
| Total logs received..... | 143,007,667 | 2,797,286 |
| Amount paid to labor in Memphis by lumber and woodworking industries | | 1,697,454 |
| Amount of lumber consumed in Memphis by manufacturers of furniture, coffins, boxes, flooring, vehicle and implement stock, screen doors, washboards and turned work..... | 78,876,282 | 2,023,335 |
| Lumber handled by retail yards, mostly yellow pine..... | 88,824,460 | 2,105,769 |

The above figures are taken from an average year's business.

The above number of sawmills and woodworking plants will give a fair idea of the growth of the lumber business in Memphis, as compared with about twenty-five years ago, when we only had about six sawmills, two box factories, one specialty plant and several planing mills.

In 1896 there was no demand for gum lumber; whereas today it is an important factor in the lumber market.

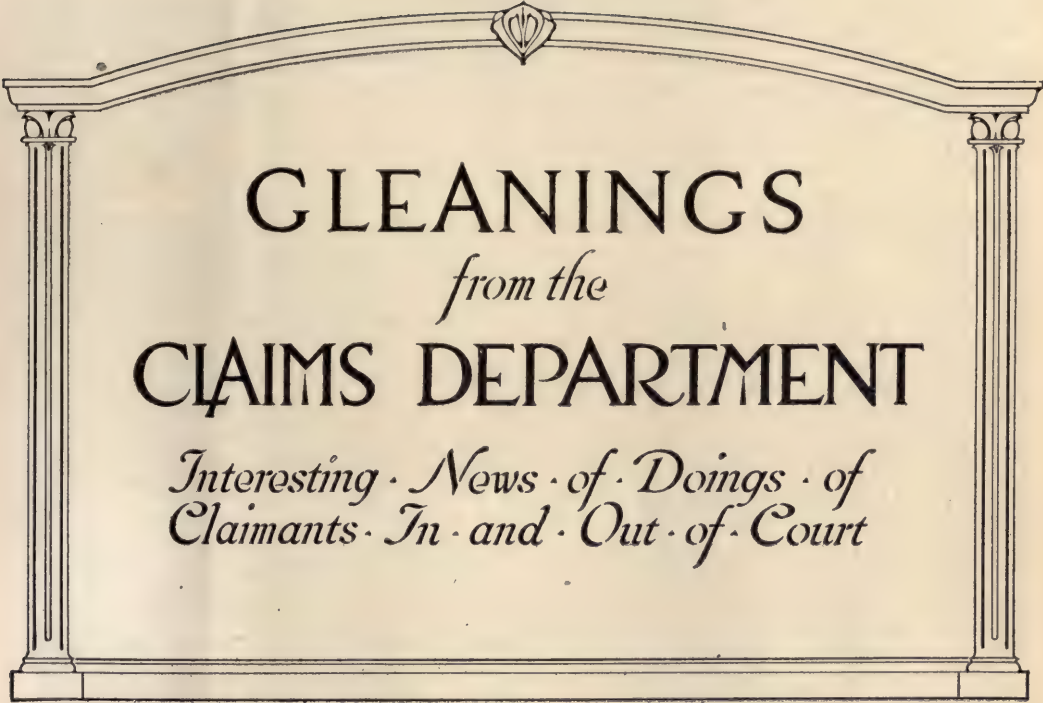
While it is claimed that one of our large meat packers remarked prior to the phonograph they saved everything from the hog except the squeal, the lumberman also has been equal to the occasion. We have in Memphis a plant making from the refuse lumber and wood acetate of lime, alcohol and charcoal; also the following by-products are used: bark for tanning, shavings and sawdust for fuel, sawdust for floor polish and small pieces of wood for skewers, cross tie plugs; and small timber for golf sticks, golf blocks and shuttle blocks. Also the ashes from hardwood are used for fertilizer.

The railroads, and the Illinois Central and the Y. & M. V. in particular, have in many ways encouraged and fostered these various industries and plants and rightfully feel they are entitled to a large share of the credit for the growth of the hardwood business.



Steel & Iron
Mills
Birmingham, Ala.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

That List of 100 Suits

A circular issued by General Manager Foley under date of the 10th ult., and addressed to passenger conductors, has occasioned a great deal of comment. The circular had reference to the last one hundred suits filed against the I. C. and the Y. & M. V., based upon allegations of wrongful ejection, insult or abuse of passengers by conductors. No doubt it is the intention of the management, after the lapse of suitable time, to get out another circular of a similar nature, and it goes without saying that the names of the conductors which appeared on the list of one hundred cases referred to, will not all appear on the next list. Our understanding is that the conductors are going to see to it in the future that if any controversies arise with passengers, that such controversies will not arise through any fault of theirs. A very successful railway official recently said: "Railroad service begins at the

ticket office when the railroad patron buys his ticket. It ends at the station where he alights. Between these two points should stretch the railroad smile."

Mr. Foley's circular, with the exception of the list of one hundred cases cited, follows:

The attention of conductors is directed to the frequency of lawsuits brought against the Company for alleged delinquencies for which the Company is held responsible through the act of its agent, the conductor. A large number of such cases are either fictitious or do not possess sufficient merit upon which to justify a jury in returning a verdict against the Company, although the burden is upon the Company to defend itself. Juries generally sympathize with the individual bringing the suit and naturally lean in that direction. The situation is quite a serious one, as the cost to the Company of defending these suits

is enormous, outside of the question of the verdicts that may be rendered against the Company.

An analysis of the suits brought will, to a certain extent, offer a guide as to how many of these cases may be avoided. It will be observed that a very large per cent of them are based on alleged assaults, discourtesy and wrongful ejectment. It is well understood that conductors are frequently confronted with situations calculated to overtax the patience of the ordinary man. They should, however, remember that to a very large extent the reputation of the railroad is in their keeping. The conductor is one of the few employes who comes in daily contact with the public, and in a very responsible way. It is absolutely necessary that he lay aside all personal feeling and understand that he is called upon to exercise patience and discretion much beyond the ordinary. In his position it is incumbent upon him to cultivate the arts of courtesy, tactfulness and diplomacy, remembering that "a soft answer turneth away wrath," and that the exercise of good judgment will controvert fraudulent designs and that diplomacy will out-general those who may be seeking to lay the foundation to mulct the Company. The general public, and particularly fellow passengers, are not disposed to be unfair. If diplomatic publicity is given to complicated situations when they arise, the sympathy of prospective witnesses can be enlisted in the Company's behalf. If a conductor takes a broad view of the conditions, permitting nothing to anger him, or to induce him to enter into controversies or personal altercations, he is thrice armed. He should take the precaution of enlisting the sympathy of a number of witnesses, explaining carefully to them his position, in the presence of the aggrieved patron, and request the latter to explain his side of the controversy, if he will; in other words, the case can be frequently tried on the spur of the moment before those who are conversant with all of the details and surrounding conditions and in this manner disposed of.

For the information of conductors and

other trainmen who are brought in contact with these situations, a list is appended of such cases as may convey an idea of the general situation. It is, of course, understood that all of the conductors were not guilty as charged in these lawsuits; the fact is that but few of them were. A number have, however, unquestionably laid the Company liable in damages by failure to follow the line of conduct which is deemed proper under such circumstances. Through tactfulness on the part of the conductors, however, many of the cases could possibly have been avoided. The Company does not object to defending a conductor when he is in the right; it cannot defend him when he is in the wrong, but it may be compelled to respond in damages by reason of his act.

It will be interesting to note where these suits were filed. The record, divided by states, is as follows:

| State | Number of Cases |
|-------------------|-----------------|
| Mississippi | 84 |
| Tennessee | 5 |
| Louisiana | 4 |
| Kentucky | 4 |
| Iowa | 1 |
| Missouri | 1 |
| Illinois | 1 |

The States of Alabama, Indiana, Minnesota, South Dakota, Arkansas and Wisconsin have clear records.

It will be observed from perusal of the appended list of cases that eighty-four, out of the one hundred cases examined, were filed in the courts of Mississippi. These suits were brought during the past few years when conditions were not so favorable in Mississippi as they are now. I believe that the tendency to sue the Company on slight provocation in that state has undergone a great change and that, in the future, the Company will receive as fair treatment at the hands of the people of Mississippi as it receives in other states. However, it behooves our conductors to leave no stone unturned looking to the avoidance of controversies with passengers. I feel that if the conductors use great care and display good judgment in the handling of passengers

in Mississippi, that this class of litigation will rapidly disappear.

FAITHFUL REPRODUCTION

The accompanying picture of colored boys playing marbles in the yards at Tutwiler, Miss., was secured by Claim Agent Jolly recently. The picture was

makers are convinced that the only way to prevent this heart-rendering destruction of humanity is to legislate trespassers off railway properties. Would it not be much better to save these unfortunates by a little regulation than to allow them to constantly place themselves in positions of danger? It is not reasonable to



NEGRO BOYS PLAYING MARBLES IN THE RAILROAD YARDS AT TUTWILER, MISS.

taken of the boys without any pre-arrangement and is a faithful reproduction of what is daily and hourly taking place in hundreds of railway yards. If any of these boys had been injured or killed, the railroad would, of course, have been promptly sued for damages, and many unthinking people would think properly so. It is no wonder that the annual toll of killed and maimed human bodies of trespassers on railway property is so staggering, and unfortunately it will always be so until our law-

suppose that trainmen can always avert accidents to little boys playing about the railway yards where ponderous engines and cars are constantly moving. It is impossible to tell how many hundreds and thousands of cases they do prevent, but they get no credit for what they do in that respect. However, they are frequently condemned when an accident does occur. Verily, the custom of trespassing on railway tracks presents an unhappy situation.

LARGE VERDICT GIVEN NEGRO

The Supreme Court, one judge dissenting, has affirmed a judgment for \$2,500 in favor of Henry Walls, obtained in the Circuit Court of Sharky County, in March, 1913. Walls is a negro, who, on January 9, 1913, purchased a ticket at

Duncan, Miss., for Hardee, Miss., boarding a passenger train not scheduled to stop at Hardee, but claimed that he was not so advised by the ticket agent or the conductor and made no inquiry; that after leaving Rolling Fork the conductor

informed him that the train would not stop and he would have to pay his fare to Vicksburg and, as he did not have the required amount, the train was stopped and he was ejected about midnight in the rain and while walking along the track fell from a trestle, sustaining injuries which confined him to his bed off and on for five or six weeks; that he was treated by a negro doctor and then by a white doctor and at the time of the trial, two months later, had not fully recovered.

The conductor said that he punched and returned the ticket and advised the negro to change at Rolling Fork and repeated the instruction just before the train reached there. Finding him on the train after it left there, he stopped the train and put the negro off, when he said he could not pay the fare to Vicksburg. There was no complaint of abuse or rough treatment. No one, other than the plaintiff, appeared to contradict the conductor's statement. A negro doctor testified that he had treated the plaintiff the day following the accident, he having been brought to him by a son-in-law of one of plaintiff's lawyers, a negro; that he found a few cuts and bruises and by external examination of his back diagnosed a lacerated kidney; that after two days plaintiff passed out of his care and he understood was treated by a white doctor, but did not know for how long. The colored doctor also admitted at the trial that he had that day examined plaintiff and found the soreness gone and, without making an X-ray examination, could not tell the condition of his kidneys, but that a lacerated kidney usually lasted a life time. He did not explain how he could tell by external examination the day after the accident that there was a lacerated kidney and be unable to tell about it on the day of the trial by X-ray examination. The ticket introduced in evidence bore on its face the condition, "Good one day from date of sale for continuous trip via through line on trains scheduled to stop at destination; otherwise passengers must transfer to local train."

To find for the plaintiff the jury had to accept the negro's unsupported statement and disbelieve the conductor. Even if the company were liable, what was

there to justify such an enormous verdict? Twenty-five hundred dollars is a substantial sum, even to a railroad company and very much so to the ordinary private citizen and to a common, cotton picking country negro like this plaintiff, it is a fortune far beyond anything of which he presumably had the slightest conception. It represents his earnings at any occupation for which he is fitted, for a period of seven or eight years and the interest on this amount would equal or exceed half of his yearly earnings. Twenty-five hundred dollars, either to negro or white, is a pretty big temptation to dispute the word of a conductor and to invite ejection.

Negroes are entitled to kindly and considerate treatment when passengers and must not be abused or ejected from trains without cause, but when questions of veracity such as were presented in this case arise, certainly something more than the unsupported statement of the negro passenger should be required before a verdict is returned and, if entitled to a verdict, it should be reasonable. There was no evidence that this negro was permanently injured or disabled beyond a few days.

Much has recently been written about the baiting of railroads, and this appears to be a typical example of that practice. The railroad complains that such verdicts are seldom returned and never sustained in other states along its lines and this probably explains why 85 per cent of this character of litigation against it is found in Mississippi. It seems to us, however, that a much more serious question is presented here than the interests of the railroad—that a vital question of public interest and public policy is involved. That this same negro has since collected on a similar claim against the company, demonstrates the effect. It is a very easy way of making a living and has a most demoralizing effect upon our negroes. It is not surprising that one who so easily recovers through the courts such an enormous sum should thereafter look upon ordinary toil with distaste, and others, knowing the circumstances, emulate his example while the "easy" money which these cases afford to unscrupulous

members of the legal profession, is bringing that calling into disrepute. We view with much concern the demoralizing

effect which cases of this nature have upon our people.—Yazoo City (Miss.) Herald, February 25, 1916.



THE "RIGHT OF WAY" MULE

We show above a very vivid picture of one of the obstacles of railway operation. It is remarkable how old worn-out mules, horses and cows, when they become so weak that they can scarcely move under their own "steam," find their way to the railroad track. Once there, they are much more apt to be struck by locomotives than stock in good condition because of their inability to get out of the way.

A few months ago the Claims Department conceived the idea of furnishing Claim Agents with kodaks for the purpose of taking pictures of old stock before inevitable death under the wheels takes place, for after that occurs, an animal very quickly swells up to such an extent that it requires an expert veterinarian to tell anything about the previous condition of the animal.

In many instances, the taking of pictures has had the effect of frightening old stock so far away from the waylands that they never have returned, and perhaps never will, but that is not always true, and was not in the story which we are about to relate.

The "right of way" mule shown above was the property of Willis Visor, colored, of Batesville, Miss. When this mule was first noticed to have taken up his abode on the waylands during the month of January, Claim Agent Condit was notified and soon thereafter secured the snapshot from which the accompanying cut was made. The man shown in the picture holding the mule by the ear is Supervisor G. R. Wilkinson. The man shown on the horse to the left is Ephram Cole, colored. That it may be fully understood that the facts in the case warranted the preparation that was made in advance for later adjusting a claim for the death of the mule, we wish to say that the mule was struck by a locomotive at 11:00 o'clock A. M., February 14th, and that death was instantaneous. Negotiations for settlement of the claim are at the present time being conducted by Claim Agent Condit.

YOU MAY SAVE YOUR BOY'S LIFE

The Sentinel has been requested to admonish those parents whose boys are

Freight Station



Wholesale District



Terminal Station



Cold Storage Warehouse



grabbing the rear of freight trains about the depot in Grenada and taking a short ride that they had best see that the practices are discontinued at once, otherwise history will repeat itself and some home will be in sorrow and sadness over the death of a dear little boy. It is needless to say that it is a very dangerous practice and while it is known that the boys do not appreciate the danger, nevertheless the danger is there and the parents of the town would do well to see that their boys are kept away from the depot and off moving trains.

It might be proper to say that the boys are violating the law and are subject to arrest every time they board a freight train.—The Grenada (Miss.) Sentinel.

A RECORD TO BE PROUD OF

The Tennessee Division has made an enviable record in reducing the number of head of live stock killed on the waylands. The officers and employes to a man on that Division are interested in this subject and their good work is reflected in the steadily decreasing disbursements on account of killing stock. As an illustration of how closely the section foremen are watching this important matter on the Tennessee Division, we are quoting below a letter which Section Foreman S. W. Williams, of Medina, Tenn., addressed to Superintendent Egan at Fulton, Ky., under date of January 22nd:

"In answer to yours of the 17th relative to stock claims during the year 1915. I am glad to say that I haven't had any stock claims on my section in the past five years, nor a personal injury report in six years. I think each Foreman should watch these two features very closely. Five years ago I made up my mind to watch this and keep this part of my record clear. I know that every Foreman should be diligent in looking after these two features. We should go or send a man to get stock off waylands when on them. When I have a land owner to put his stock in the field where the fence is not good enough to keep them off, I go to the man, approach-

ing him in a nice way and ask him to keep his stock up until I can fix the fence, and find this to be a good plan. All Foremen can keep down a good many claims by keeping their eyes open. It will not cost as much to go drive the stock off of the waylands as it will to have them killed. I am making every effort to keep these claims down, and aim to keep it up as long as I can."

THE CRIME OF PERJURY

The fight that is now being waged in our courts to weed out the practice of perjury is one that cannot be commended too highly. The court was entirely right when it imposed upon the men who confessed to this offense and to subornation of perjury the maximum penalty of the law. And if it should develop that the attorney accused of having conceived and directed the amazing scheme revealed by these confessions to procure evidence in a damage case is guilty, he should likewise suffer that penalty. There are no real considerations why he should be spared. In fact, his position renders him doubly guilty. The men who have been sentenced may plead ignorance of the significance or consequences of their act. They were unlettered men, unversed in legal lore and with only vague conceptions of their obligations to society. The attorney can plead no such extenuation. If we are to credit the testimony that has been thus far presented, he deliberately led these ignorant men to violate their oaths and the laws of the land with the understanding that they were to share the ill-gotten gains. His offense is of the worst because it strikes at the very roots of our system of justice. If such practices were not rigidly suppressed, if the sacredness of the oath were not firmly upheld, there would no longer be any such thing as justice. Neither life nor property would be safe. Both would be at the mercy of designing attorneys.

Naturally and rightfully there is sympathy with the unfortunate child which suffered the accident in question in this case. But the alleged methods employed

by the attorney, along with all similar types of ambulance chasing, are worthy of the severest condemnation.—Waterloo (Ia.) Courier-Reporter, March 2, 1916.

THE OLD, OLD STORY

Another fatal accident,—horror would better express it,—occurred here last Sunday morning, just as the early fast train was leaving for Memphis. A colored bum had ridden the blind baggage from Grenada this far, en route to Memphis, (where it is said he was going to work), and as the train was pulling out from here, he undertook to jump on, but in some way lost his footing and fell under the car, and was soon cut up into an unrecognizable mass of flesh and bones. It was found by papers in his pocket that he was from Water Valley, and the body was sent there for final disposition. This is but another instance that jumping trains under any circumstances is a most dangerous practice. There should be some way to put a stop to it.—Southern Reporter, Sardis, Miss., January 28, 1916.

WOULD HAMPER CLAIM AGENTS

Lott Introduces Bill of Interest in the House of Representatives

Representative Lott Tuesday introduced a bill to create an act making it impossible for an agent of any corporation or an individual to stave off a damage suit by paying an injured person any sum of money and securing his signature to a document releasing the individual or corporation from liability.

The bill reads that in no case can any document so signed act as a quit claim to any damages "within thirty days after a person is injured."

Mr. Lott wants this law passed to prevent activities of claim agents securing

releases from damage claims after accidents, wrecks, etc., from those who might be injured. The bill specifies that if any person injured signs a release and receives any money for damages for a 30-day period thereafter he or she shall not be denied the right to institute suit for damages, and all money so paid by an individual or corporation shall be forfeited.

The News thinks claim agents should have the right to stave off damage suits whenever practical. The railroads have been harrassed too much in the past with lawsuits which could have been compromised out of courts. However, there has been a decided change in sentiment toward the railroads lately.—Yazoo County (Miss.) News.

WANTED, ANOTHER RAILROAD MAN

An accident on the Seaboard Air Line made a widow of Amanda Jones, a bride of three days. The company proposed and secured a cash settlement which was made with a showy collection of new \$100 bills. Amanda forgot her tears for the time as she moistened her Senegambian thumb and separated the notes which clung to each other so closely.

While checking the accuracy of the railroad cashier she was interrupted by her female companion who saw in her the potentialities of an heiress.

"Amanda," asked the companion, "do you reckon you will ever git married agin?"

The widow was silent and apparently abstracted for a moment, during which she extended the moistened thumb half way between her mouth and the money. Of a sudden she resumed counting vigorously, remarking:

"Ah don' know, but if Ah do it will be some pusson on de Seabode Ayeh Line."—Exchange.





Public Schools, Birmingham





A Rapid and Accurate Method of Cross-Sectioning Tunnels

By T. H. Robertson, Assistant Engineer, Valuation Department

THE Interstate Commerce Commission has undertaken the physical valuation of the property of all railway carriers in the United States, as they now exist or may hereafter be extended or changed, and has required the carriers to furnish maps and profiles of all their lines.

In order to meet these requirements, the Illinois Central Railroad has found it necessary to make resurveys of certain lines because the existing maps and profiles did not comply with the specifications laid down by the Commission.

Since October, 1914, a resurvey party consisting of an assistant engineer and eleven men, has been engaged in making surveys and preparing maps and profiles. In connection with making the maps and profiles, it was decided to take an inventory of the lines surveyed, taking into account all items inventoried by the roadway and track parties of the Interstate Commerce Commission.

This resurvey party is now engaged in making a valuation survey of the main line of the Kentucky division, between Paducah, Kentucky, and Cecilia, Kentucky. There are four tunnels on the main line of the Kentucky division between Paducah and Cecilia. It is necessary to secure accurate cross-sections of the tunnels as a part of the data required. It is difficult to take accurate cross-sections of a tunnel by the ordinary method of a wye level and tape line, and as the cost of tunnel excavation is comparatively high, it is very important to do accurate field work in order that actual excavation quantities can be determined, as nearly as possible. In order to easily and quickly secure accurate cross-sections of tunnels, members of this party planned a special device, as shown by the accompanying drawing.

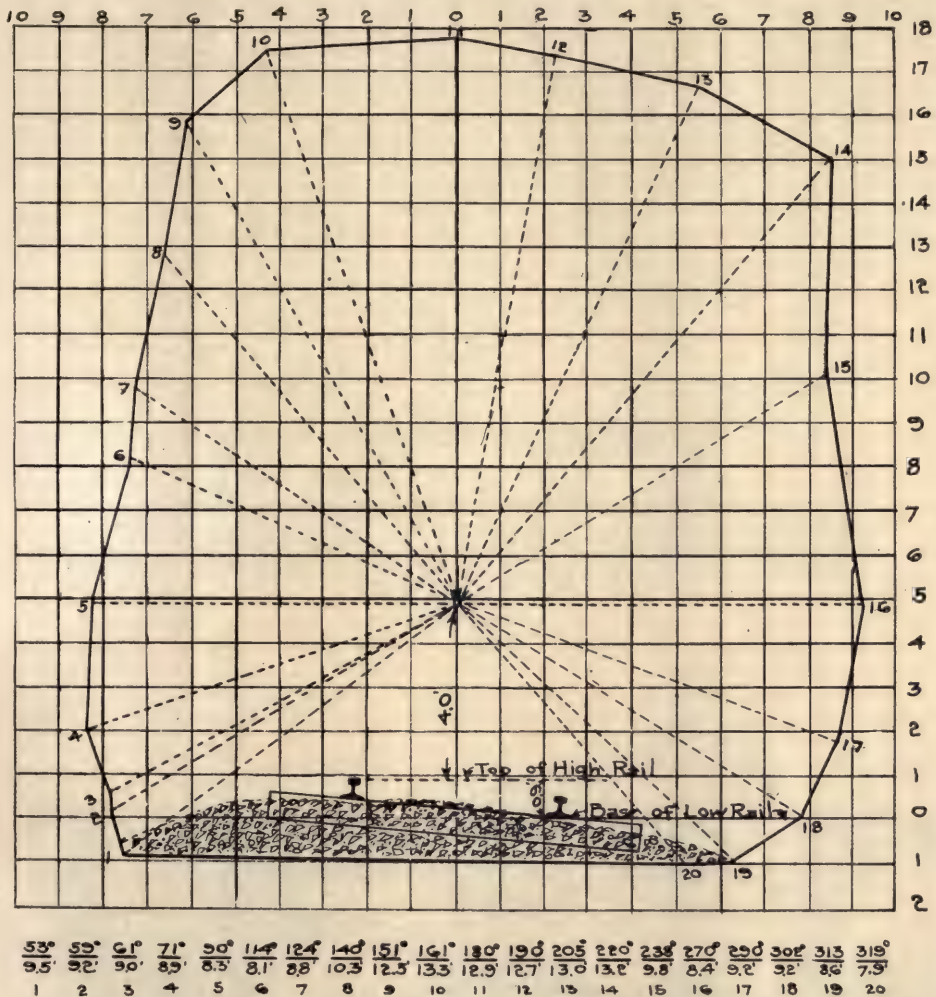
This device consists of a triangular "A," frame of wood, fastened together with bolts and thumb-screw nuts, with a cross-piece in the center of the frame, supporting an upright piece 5 feet 6 inches long. A leveling screw is placed at the apex of

the "A" frame, and a level bubble on the cross-piece. Reference to the accompanying drawing will show position of this leveling screw and bubble. To the upright is attached a circular protractor 24 inches in diameter, so placed that the center of protractor will be 4 feet 6 inches above base of rail on tangents. This protractor is graduated to single degrees from 0° to 360° reading from left to right in the clockwise direction, zero being at the bottom of the protractor. The protractor is made of two pieces of wood $\frac{1}{4}$ inch in thickness, glued together with grain crossed in order to prevent warping. The "A" frame is put together with bolts secured with thumb-screw nuts in order that it can be taken apart and readily carried about, also can be stored when not in use without occupying much space. The device was made by the Car Department at the Paducah shops.

When a tunnel section is to be taken, the "A" frame is placed upon the rails of the track and is held in place by iron cleats. The frame is then leveled by means of the leveling screw referred to above. The level bubble on the center of the cross-piece which supports the upright is a guide for leveling the device. A plumb-bob line is also used in order to be absolutely certain that the upright piece is vertical.

In taking the cross-section, an ordinary 13-foot level rod is placed at points where readings are to be taken and held against the face of the protractor, one edge on line with center of same. Angle and distance (the only measurements necessary to be taken) are recorded in an engineer's cross-section note-book. The rod is brought into contact with the controlling points of the tunnel outline, which are those of the greatest projection and depression of the surface. Cross-sections are taken at sufficient intervals to accurately determine excavation quantities, as in all earthwork measurements.

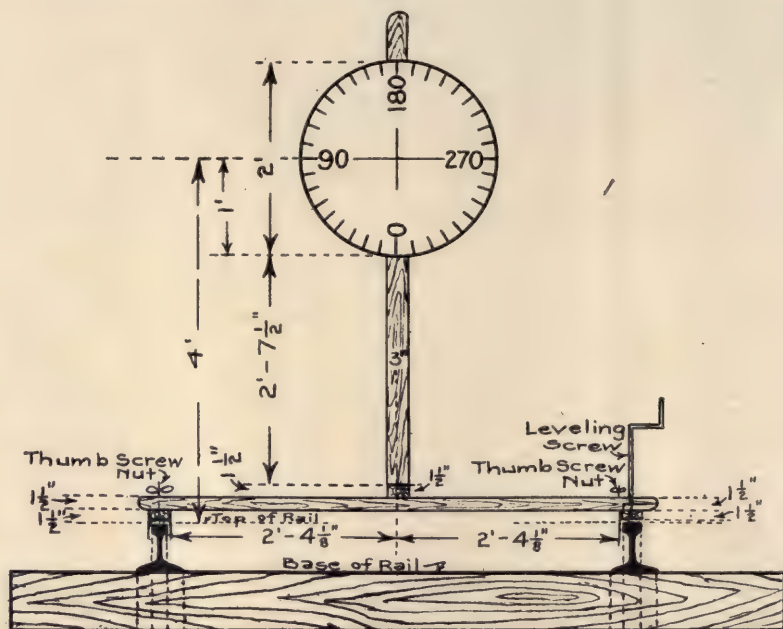
Three men are required to operate the tunnel measuring device. One man holds the rod and reads distances and angles, the



CROSS SECTION OF MONTGOMERY TUNNEL
KENTUCKY DIVISION
 SCALE 1" = 4'

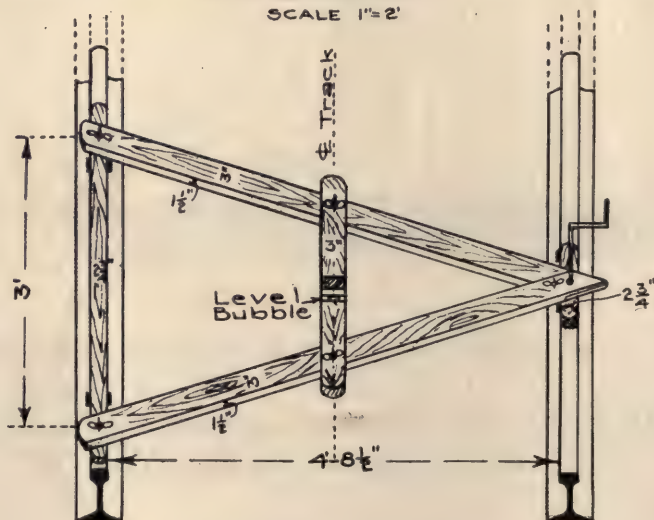
levelman directs the work and records notes, and the third man holds a light. The device is always set so the protractor faces toward zero station, and readings are taken

and recorded from left to right, thereby as far as possible eliminating chance of errors. It can be set up, and a section taken in from ten to fifteen minutes.



ELEVATION

SCALE 1"=2'



BASE PLAN

SCALE 1"=2'

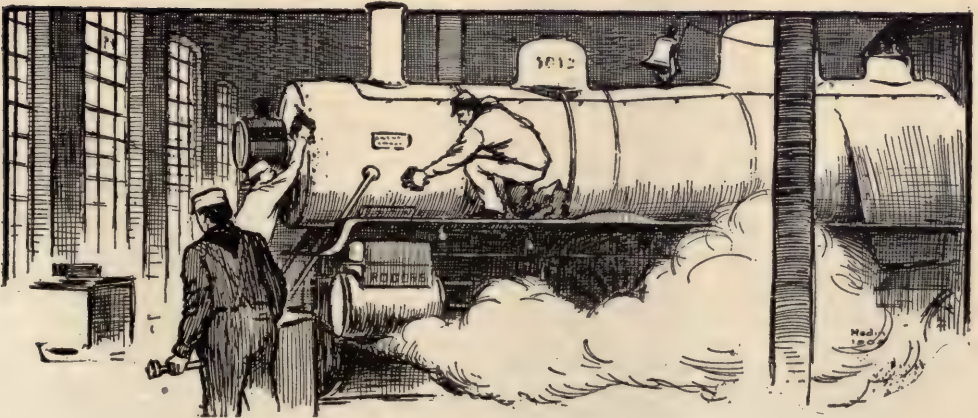
DEVICE FOR MEASURING TUNNELS KENTUCKY DIVISION

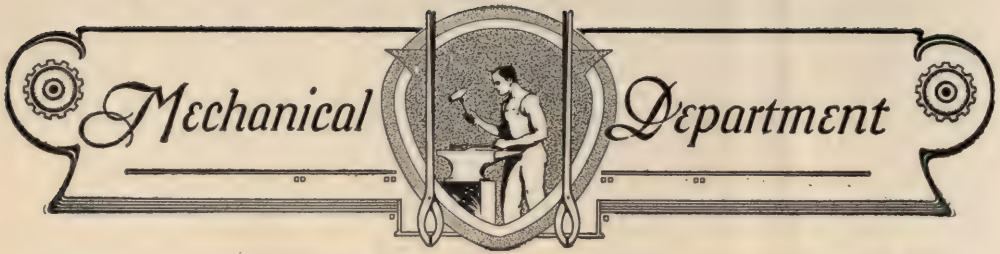
The field notes are platted in the office, and the tunnel section is reproduced to some convenient scale, the office protractor being set at the same distance above base of rail or grade as the field instrument measures. The height of protractor above base of rail is recorded in the field, as it varies on curves due to elevation of outer rail. The points platted on the cross-section sheet are joined by lines, and the area is determined by the planimeter or by calculations based on the triangles of which the figure is composed.

The actual cost of securing cross-sections of Montgomery tunnel, which is an unlined rock tunnel 252 feet long, was \$4.16, or less than two cents per linear foot. Six sections were taken in this tunnel, averaging about twenty readings each. During the progress of measuring this tunnel it was necessary to take up the device and move it outside the tunnel five times in order to permit passage of trains. Had it not been for this, the cost of measuring this tunnel would have been reduced one-half, or to about one cent per linear foot of tunnel. However, similar delays are to be expected in every tunnel through which trains are operated, and the two cents cost per foot of measuring Montgomery tunnel may be taken as a fair average for doing this class of work.

Comparing this method of measuring tunnels with the ordinary method of using a wye level and tape, it should be noted first that the level and tape method requires five men as against three with the measuring device. Of these five men, one man reads the wye level and records notes, two men operate rod and tape, another holds a light to illumine the cross-hairs of the level, and the fifth holds a light for reading rod and tape. On account of difficulty of reaching points in the roof of the tunnel by the latter method, and the necessity of holding the level rod plumb and keeping the tape truly horizontal, the tunnel outline can not be as accurately determined in this way as by the use of the device described above. Also, owing to difficulty of feeding wye level and operating rod and tape, it takes more than twice as long to secure each cross-section with wye level, rod and tape, so that the cost of the work would be more than doubled thereby.

The data taken is simple to record, and can be as readily platted and computed in the office as data taken by any other method. The advantages to be derived from the use of the measuring device are greater accuracy of measurement and greater speed, and the cost of the work is reduced over half in comparison with other methods.





Essay on Efficiency

By H. S. Jones, Burnside

Efficiency, as a general term, has been defined by an eminent authority on English diction, as a derivative of effect, used in reference to an act or actions intended to produce effects, or, in a more modern sense, higher power.

In our latter day the term is much abused. Considerable confusion is encountered by those who would use the term synonymously with proficiency. However, in general application, the term is used almost exclusively in reference to our modern industrial system. Thus, we speak of an act or actions intended to effect higher power in man or thing, as a part of an efficiency system.

It is somewhat difficult to write upon a subject so broad, without departing from that strict sense of local color, so essential to a paper intended for publication in a railroad employees' magazine only. However, I shall earnestly endeavor to maintain the strictest unity in the last mentioned element of composition, and will cite for reference examples which, by reason of the daily associations of some of us, will be readily understood, and by some of us, will be appreciated with genuine interest and satisfaction.

For economic reasons many industrial concerns have employed men, commonly called "efficiency experts" to study conditions in their shops and factories; and by railroads in other departments, to the end that their suggestions may be adapted to use in the promotion of higher efficiency.

Generally speaking, in places where this system has been introduced, it has been found to be a very unpopular innovation, both with the individual man and at times with the immediate management.

As a matter of fact, a system of this kind has one great failing. It seems to be possessed of the idea that man and machine should be classed categorically, and are the only elements to be considered.

Therefore, to the mind of average intelligence, the cause for this unpopularity is readily suggested. And alike to the mind

of average intelligence, the idea suggests itself of elements, equally important as the first mentioned without one of which no lasting progress can be effected.

Let us, therefore, consider the effect of applied efficiency methods to leadership and organization, as well as to the individual.

According to the idea presented an efficient organization cannot be had without the first brand of efficiency in leadership, or supervision, as it is generally termed; and in the individual.

Not many years ago the management of a concern, when appointing a supervisor of their interests, generally took into consideration as the first qualification, the man whose ability was greatest in the art or trade at which he was engaged; and at times, length of service. However, in our modern day the procedure has been entirely changed.

True, the last mentioned qualifications cannot be entirely ignored, but in late years certain conditions have arisen in the industrial world which make it necessary in selecting as a supervisor, a man with more than an adeptness in his art; but a man with qualifications necessary to cope with those conditions which, taken in two phases we generally refer to as industrial discontent, and the necessity for a curtailment in economic waste.

Therefore, the efficient supervisor must necessarily be a man of many capabilities. He must be a man capable to form ideas and capable to put them into effect; a man capable to give orders, and enforce their obedience and willing to receive orders, and obey them himself; a man capable to judge, and criticise and willing to be judged, and be the object of much criticism; a man capable to advise and willing to accept advice; a man above all, with supreme confidence in his executive ability to cope with any situation which might arise.

The efficient supervisor too, must be an adept in discipline. He is often confronted with cases in which he must enforce certain

rules with military precision. Alike he is often confronted with cases in which leniency will work most wonderful effects. He must always rely upon his power of discernment and discretion, in determining the course he will pursue. It has often been repeated that "discretion is the better part of valor," but applied to a supervisor of men—discretion is a virtue.

There are also two other qualities which a few years ago would not have been considered at all necessary to the makeup of a supervisor.

We refer to our age as an age of progress, and the fact is plain that he who will progress must be the aggressor. Thus the idea presents itself that the efficient supervisor must be both progressive and aggressive. He must be possessed of the initiative ability to enable him to plan steps of progress, and of the aggressiveness necessary to carry them into effect.

Taken as a whole the efficient supervisor must be a man in whose makeup are embodied those qualities which are necessary to his being classed in the category of representative men, and which entitle him to the respect of even his enemies.

Let us now pause to consider the subordinate supervisor. It is natural to expect that the ideas of a supervisor would be reflected in a subordinate. Such is generally the case, although there are cases in which the above does not hold true.

In another paragraph I mentioned industrial discontent and curtailment in economic waste, as two conditions with which the modern supervisor must be in continuous combat. In the former it is to be expected that a man possessed of the qualifications which I have enumerated, would be equal to the task; providing he had the co-operation of his subordinates, and it is expected that he would have. However, in the latter it is absolutely necessary that he have their earnest co-operation and support.

Generally speaking, it is the subordinate, after all, who comes in closest contact with the main element in an efficiency system—the individual man.

The average subordinate if he is desirous of giving his employers the best there is in him, can do much to alleviate industrial discontent. His daily associations with the individual man, afford him manifold opportunities to win the confidence of his men; and if he is not courteous, affords opportunities to incur their actual hostility.

A careful study of each individual man will afford knowledge which, discriminately applied, will produce wonderful results. I can vividly recall a conversation with a train dispatcher of one of our great American trunk lines in which he illustrated how, in order to operate the company's trains more effectively, he made it a point to

make the individual acquaintance and study the qualities of each engineman of his division, and further than that studied the speed and hauling power of each engine. Thus it is shown how a study of man and machine will reveal a solution to the questions: What do they like and how do they like it? And as I said before this knowledge, discriminately applied will produce wonderful results.

It is also necessary for one in direct charge of men to set an exemplary example. He cannot rightfully expect his men to be energetic unless he is energetic himself. As a matter of fact, if a man is of the caliber that typifies the old proverb "Where there's a will there's a way," and if he has any magnetic influence at all, it stands to reason that his men will emulate his example.

Contrary to this, I recall of hearing a man under whom I was once working say: "It takes a lazy man to make other men work." Perhaps he was right to a certain extent, but I personally would prefer to think of him as entirely wrong. It is a significant fact that wherever this last mentioned condition prevails, the germs of industrial discontent are always to be found.

Thus, the idea presents itself, that if a subordinate supervisor is possessed of exemplary qualities he can assist his superior wonderfully in the alleviation of this so-called industrial discontent; while on the other hand, if he is the opposite type of man he does much toward aggravating it.

Let us now consider the subordinate's relation to the curtailment in economic waste. Illustrative of this, I would beg privilege to deviate from the main subject for a few brief paragraphs.

A railroad company, figuratively speaking, closely resembles a massive tree. Its many departments, each closely related to the other and the life of all sustained, in most cases, entirely by a main department.

Agreeing that operating revenue is the main support of the railroads, it naturally follows that the operating department is the "trunk" of the tree.

We also hear much of operating revenue compared to operating expense. A careful study of these figures will reveal the fact that if the railroads are to maintain their financial footing, a decrease must be made in this one item "operating expense" without, at the same time, decreasing operating efficiency. And it has been demonstrated that a great saving can be effected through what I have termed "curtailment in economic waste," inasmuch that this movement has been given the attention of all concerned.

It is therefore natural to expect that, that which receives the attention of executive officers must necessarily receive the strictest attention of the supervisor of a department.



*Some of --
Birmingham's Hospitals*



Thus a supervisor who would maintain a high state of efficiency in his department must see that his subordinates are instructed along the lines of economy; and must receive support from them which amounts to almost a personal interest, especially in one of the main features—the disbursement of supplies. As a suggestion to those whose duties involve the signing of orders for material, I would say that it is better to be called a “crab” a hundred times and over than to disburse a dollar’s worth of Company material unnecessarily.

Some time ago I had occasion to listen to a lecture on fuel economy in the Instruction Car, equipped and maintained by the Illinois Central for the purpose of instructing engineers and others in more effectively curtailing the waste of fuel; together with instruction designed to promote higher efficiency in the handling of the locomotive and in producing higher efficiency in the locomotive itself.

I can truthfully say that I was very much impressed with the clear and concise way by which it was shown that the saving of fuel was not only a step in the conservation of the resources of the railroads, but was also conserving the resources of the nation, and in compliment to Messrs. Dodge and Lindren I would further state that no one can appreciate the true worth of this innovation without a clear knowledge of the wonderful results they have produced.

Equally important and in some cases of greater importance than the curtailment of waste in material things, is the curtailment of labor waste. Some few years ago the pay roll of a railroad would remain practically the same the year ’round. However, this condition was found to be too expensive to endure. At the present time a man in charge of a department is given his appropriation, within the bounds of which he is expected to keep his expenses. In devising ways and means of keeping within this appropriation we are confronted with the basic principle: the outgrowth of which has been the conception of the many thoughts and ideas; the many strategic changes and innovations; the many expectations and wonderful results; of applied efficiency methods in practice, to the individual man and thing.

Thus it has been shown as briefly as possible, that the supervisor, both supervisor and subordinate, must be men who have the power to lead in thought and action, whether in adverse or favorable circumstances, conscious of the fact that their efforts are to be adjudicated by a jury of results only; and willing in all cases to accept the verdict.

Let us now consider efficiency in the individual man.

In late years a large number of so-called efficiency systems have been introduced

into practice. Wonderful results, too, have been obtained. However, nearly all reveal as their basic principle the “speeding up of the individual.” True, this phase of the question is of great importance, for, if we wish to attain a certain object we cannot expect to attain it quicker than a given time unless we think and act quicker. Thus the idea presents itself of the necessity for the devising of ways and means for effecting faster thinking and acting power in the individual man.

Generally speaking though, there are two ways of doing anything—one is voluntary, the other is involuntary. Let us take for example the engineer who handles his engine according to the oft-repeated assertion, “as if she belongs to him.” This man will nearly always make schedule time and is not often subjected to the criticism of Transportation Officers. His engine, too, will always be in good condition and will generally make her mileage without much trouble or expense to the Mechanical Department.

On the other hand, let us take for example the engineer who does not take much interest in his engine and who continually “crowds” her in trying to make the scheduled time. This man often finds himself the object of much criticism of both Transportation and Mechanical Department Officers, and his engine is in most cases a source of much trouble and expense in the keeping up of repairs, and often does not make the mileage required of her. One case presents the voluntary, the other the involuntary speeding up of that which, in an efficiency system, is closest related to the individual man, namely, the machine.

Nature has decreed that in material things there is one main element, namely, strength. Also, that this element of strength is capable of withstanding a certain amount of shock or stress. Roughly speaking, an ordinary piece of steel is capable of withstanding a certain amount of shock or stress, according to its strength. If, like the locomotive which is “crowded” and does not make the mileage required, more shock or stress is pitted against an ordinary piece of steel than it is capable of withstanding, it will break.

According to the idea presented, if material things are possessed of the element of strength, capable of withstanding only a given amount of shock or stress, what then, is the composition of the human thing, or man, with whom this paper is dealing?

Taken in this sense, Nature has also decreed that man too, is possessed of the element of strength; but in man this element of strength is measured by and contributed to, by three other distinct elements—namely, spirit, mind and body; through a combination of all of which an

amount of strength comparable to steel can be developed, and without all of which a strength of no stability whatever.

Thus we are confronted with the fact that if we are to effect lasting efficiency in the individual man, we must cultivate more than strength in body—which really represents nothing more than involuntary “speeding up”—but we must cultivate the spirit, in strength of purpose; the mind, in strength of will; and the body,—if the first two elements are cultivated in accordance with the principles of scientific management, the body will respond itself, with its full quota of strength, and voluntary and lasting efficiency will be effected.

On the other hand if we apply pressure to the strength of body alone we have as a result involuntary efficiency, subject to breakage, and like the locomotive which was “crowded,” incapable of making the “mileage” required.

A study of almost any kind of literature will often reveal an old and time-worn assertion—“In every life there is a purpose.” A casual observation, however, will reveal the fact that purpose in the human being is often found sleeping. In a few it oft-times awakens; in many, it sleeps forever. And thus, the fact is plain, if we are to succeed in creating a high state of efficiency in the individual man, we must awaken in him that spirit of purpose to voluntarily give, if nothing more, only a fair measure of personal effort for that which he receives. If we accomplish this alone, we shall have done much.

With the element of spirit awakened in strength of purpose, let us consider what can be accomplished by awakening the element of mind in strength of will, and by a combined strength of the two.

The creator of human and material things placed upon the hemispheres heights which men long thought unattainable. Today we take as commonplace, things, the thoughts of which a century ago would have been considered the thoughts of an abnormal mind; but which will power in man has made easily attainable.

If our great American doctrine, “All men are created equal,” be true, why then, is there not in every man a certain amount of will power? Granting that there is, we must therefore awaken in the mind of the individual man a strength of will, if it only be an amount that would typify the old proverb, “Anything that’s worth doing is worth doing well.” If we do this, we shall have done much.

And in line with this thought, if anything is worth saying it is worth saying over again—and so I repeat, “If the strength of purpose and will be awakened, the body will respond with its full quota of strength.”

To the average mind the question therefore presents itself—what state or condi-

tion must exist if this high state of efficiency is to be effected? The answer can be summed up in one word, environment.

To consider systematically the environment that would foster the growth of this high state of efficiency would take volumes. Let us therefore, accepting the principle—“An ounce of prevention is worth a pound of cure”—consider a few illustrations of things that prevent the maintaining of this environment which we have in mind.

In the study of man we find a most wonderful fertile field for the sowing of seeds of discord. His thoughts and actions, if he be considered only as a unit of a multitude, can be easily swayed by harrangue. And even as we have in our political life, that which we term the “demagogue” so have we in our industrial life that which we choose to term the “agitator.”

I can vividly recall an incident which occurred during the time when I was serving an apprenticeship in Burnside Shops, which serves as proof of this idea.

Certain individuals, taking upon themselves the power to control the thoughts and actions of the rank and file of the men, instituted open antagonism to the forming of what was to be termed the Illinois Central Hospital Association. Regardless of this opposition the Association was formed, and contrary to the predictions of the opposition, has in a few short years grown to such mammoth importance that even the outside public has taken cognizance of its great worth and value. And today a splendid building is being erected in the city of Chicago to be used exclusively by this same Association, and taken in a larger sense a structure that will represent a dignity, a monument to the genuine worth and value of the Association, and a lasting rebuke to the blindness of the ignorance which would have choked it in its infancy!

The question is asked, What has this to do with efficiency in men? And the answer is, that if true efficiency depend upon environment, then if this environment exists, the efficiency in the rank and file of the men is always hanging in the balance, and can be utterly demoralized at any time.

Experience teaches us that we should always stop to think over a contemplated move before making it; also, if we could realize the consequences of some of our actions we would act more cautiously. And so we find many instances when men allow themselves to be led against their better judgment beyond that state of what might be termed realization. And in line with this thought we are confronted with the fact that men must be made to realize.

One way of making a human being realize the right direction he should travel is to continuously point it out to him. We have as an example the sign which we



Street Scenes

Birmingham, Ala.



see at every public railroad crossing. Few people realize the lives that have been saved by these signs; yet all realize when they see them, that they should "Stop, Look, and Listen."

Some time ago I was walking through the Boiler Shop at Burnside, when at a certain point I turned instinctively to my left, not knowing why I had turned. I was confronted with a signboard upon which was painted the following words: KEEP OUT OF DEBT AND DANGER.

BOTH ARE ALLURING

YET POOR FRIENDS TO MAKE.

I stood awed for a moment, not knowing which way to turn, until its true significance dawned upon me and then, as I turned away I felt as if I had escaped some unseen danger. Thus we are confronted with the fact, that if these words startle the mind so easily, we can readily formulate an idea of what the effect will be upon the minds of those to whose attention they are daily presented.

Although I have made mention of many things which contribute to and against industrial efficiency, a study of industrial history will reveal an existing condition which is of mammoth importance, considering that it will not only destroy efficiency in men; but depreciates the efforts of those who would make him more efficient. I refer to men allowing their course of action to be directed by irresponsible leadership. And a further study of industrial history will reveal a fact that men are beginning to realize the foolhardiness of this course; for as we turn on through its pages we find manifold instances which serve to prove that when in the course of human events it becomes necessary for industrial concerns to assert the right of ownership, that those rights are asserted by means of methods stern and uncompromising. We are also served with many instances which prove that men are beginning to realize that much can be saved through a compromise of differences. We need but to refer to the cordial relations which exist between the Brotherhood of Locomotive Engineers and the railroad companies. At the head of this organization we have a man who believes in compromise of differences; and taking this as an example we see that it is far better to, figuratively speaking, give little and receive a like amount, than to demand all and receive nothing.

Taken as a whole we are served with many thoughts and ideas which contribute to and against the efficiency of the individual man; so without going further let us consider a condition which, if applied efficiency is manifested in leadership and the individual, must exist—Organization.

That organization is essential to ultimate success is demonstrated in many ways. Taken as an example, we are all familiar

with the Colonial history of our country, which teaches us how the thirteen original colonies, when acting as separate and sovereign states, did little toward improving their state of affairs.

The Articles of Confederation was a step in the right direction, but it lacked one essential feature—harmony. Going further we find them drawn into a single unit by means of the Constitution, acting in harmony with one another and recognizing as the main feature—a Central Government.

We need not go further to illustrate the success of this movement, for with this we are all familiar. However, we must take into consideration its lesson, which is evidenced in our great American industries, in the organizations of which we see the same principle of separate and individual units linked together into one main unit and all governed by a central authority.

But going back to our subject, let us ask ourselves the question, Are we, as departments of a Railroad Company acting together in that one essential feature—harmony? The answer is that to a great extent we are.

But going still further, are we as separate units acting in harmony with ourselves? In answer to this I would beg to refer to an article which recently appeared in this Magazine, illustrating the wonderfully efficient showing made by the Chicago Terminal Organization during the recent Chicago street car strike; an example of harmoniously inclined units, working in united effort, in a display of action which called forth commendation from not only the chief supervising officer of the department and both General and Executive Officers of the Company, but from the general public itself.

But going still further I would call attention to an example of organization with which I am most familiar and which taken on its face value, is truly wonderful.

I have in mind an incident which occurred less than a half a decade ago, and by reason of its suddenness, left the Mechanical Department of the Illinois Central in a truly deplorable condition. And chiefly I have in mind the state of affairs which existed in the Company's plant at Burnside. As I remarked a truly wonderful example of organization has been effected; in proof of this statement I would need but to ask a visitor to Burnside Shops of five years ago, to visit them today.

In the place of old and time-worn machinery he will find new and modern motor driven machinery, representing in itself a state of efficiency which a few years ago was beyond our power of comprehension. He will also find the rank and file, which a few years ago might have been considered as entirely raw material as regards to efficiency, today representing a state of ef-

Masonic Temple



Southern and Athletic Clubs - Y.M.C.A.



Clubs, Birmingham Ala

Y.W.C.A.



Elks' Club



iciency which is truly remarkable. Illustrative of this we have as example, the construction of a brand new Mikado type locomotive in the erecting shop at Burnside; truly an epoch-making event in the history of Burnside Shops.

And by reason of taking so many instances from Burnside Shops for illustrative purposes, I would add that I would consider it most fitting and timely to state that modern English does not afford words that could be used too highly in compliment to the man under whose direction these remarkable changes were effected, a man possessed of a major portion, if not all of those qualities of leadership which I have enumerated in previous paragraphs, and under whose direction the continued progress of Burnside Shops is assured.

During these few paragraphs on efficiency in organization I would call attention to the fact that I have not endeavored to present a cure for evils in organization; but have presented examples of efficiency in organization, recognizing the principle that in the example of others we find the incentive to do better ourselves.

Even though, however, we consider ourselves, as departments of a railroad, highly efficient, we must not neglect to consider that in anything there is always room for improvement. Continuing in this line of thought, we assure ourselves that in and between our organized departments there exists the element of harmony; but let us ask ourselves the question, Does there exist in and between our organized departments that sister element—co-operation? We allow that to a certain extent there

does, but we are forced to admit that at times this spirit of co-operation is woefully lacking. However, I would consider it highly indelicate to mention any instance in support of this contention but I would, however, venture to predict that the day will come when all aggressive and progressive managements of railroads will promulgate and enforce to the letter, an order, designed to effect absolute co-operation in and between all departments, in the handling of the Company's business.

Even as Literature extends to the writer of lengthy and exhaustive discourse, so does she graciously extend to the essayist the privilege to draw from his own writings his own conclusions.

And so, in conclusion I would say: That during the whole course of this essay I have endeavored to portray a veiled thought—a thought that the spirit of loyalty, and loyalty only, is the core around which true and lasting efficiency is molded.

And therefore, to "all concerned" I would present the admonition, Let us not consider ourselves as sinecure, but let us consider ourselves as always open to improvement; let us endeavor to assist our employers in every possible way to promote and maintain in ourselves a higher state of efficiency; let us be mindful of the belief that the railroads are in fact the "backbone of the nation" and let us be not unmindful of belief that the "trade supremacy" of our own particular road depends largely upon how much of that strength of spirit, mind and body we are willing to contribute.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During January the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: K. F. Emmanuel, W. F. Rowe, Eleanor Jacobs.

Suburban Conductor R. C. Rinearson on train No. 86 Jan. 1st lifted 25-ride commu-

tation ticket in accordance with bulletin instructions and collected cash fare.

Suburban Flagman Jas. P. Kirk on train No. 236 Jan. 29th lifted employe's suburban pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor J. P. Mallon on train No. 34 Jan. 6th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor E. M. Winslow on train No. 23 Jan. 21st lifted expired card ticket from passenger, who admitted having previously secured transportation on same, and collected cash fare.

Conductor D. S. Weigel on train No. 23 Jan. 23rd lifted employe's term pass account passenger not being provided with

ILLINOIS CENTRAL

— AND —

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 16

The **ACCIDENTS** constantly occurring at **RAILWAY GRADE CROSSINGS** are all **AVOIDABLE**.

That no **RAILROAD COMPANY NOR LOCOMOTIVE ENGINEER DESIRES** such accidents is a **FACT** that cannot be **QUESTIONED**.

That **RAILROADS** to make the **SCHEDULES** that their **PATRONS DEMAND** must move their trains (both freight and passenger) often at **HIGH SPEED** is of public knowledge.

That **WARNING SIGNALS** pleading with the public to stop, look and listen, **BELLS AUTOMATICALLY** operated and **CROSSING FLAGMEN** are constant reminders of danger and eloquent sermons on "**SAFETY FIRST**," we all know.

Why then will not **THOSE** who have to **CROSS THE TRACKS** (on foot and in vehicles) before placing their **PERSONS IN DANGER** assure themselves that it is **SAFE TO PROCEED**?

It is **INCONCEIVABLE** that a man or a woman would deliberately walk into a **BURNING BUILDING** that was tottering to a collapse; and yet every day, men and women walk on **RAILROAD TRACKS** and use **GRADE CROSSINGS** without giving the slightest **CONSIDERATION** or **THOUGHT** to the **DANGEROUS** position in which they have **DELIBERATELY PLACED THEMSELVES**.

STOP, LOOK AND LISTEN, is an admonition that calls for **CAREFUL OBSERVANCE**.

"**BE SURE YOU ARE RIGHT, THEN GO AHEAD**," is a maxim that we all should **KNOW AND OBEY**.

Will not you **MEN AND WOMEN** who live contiguous to the rails of the Illinois Central and The Yazoo and Mississippi Valley Railroads, **TODAY** make up your minds to **HELP THESE COMPANIES** to minimize the **LOSS OF LIFE AND LIMB**, by exercising the **CAUTION AND CARE** that will keep you **OUT OF the DANGER ZONE**?

identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

St. Louis Division

Conductor W. C. Walkup on train No. 201, Jan. 2nd, 23rd and 31st declined to honor card tickets account having expired and collected cash fares.

On train No. 208, Jan. 6th and 23rd, he declined to honor returning portions of round trip card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor H. W. Bibb on train No. 624 Jan. 4th declined to honor trip pass account having previously been used between the same points and collected cash fare.

Conductor J. Allen on train No. 605 Jan. 20th lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor A. E. Reader on train No. 1 Jan. 26th lifted annual pass account not being countersigned and collected cash fare.

Indiana Division

Conductor M. O'Dea on train No. 201 Jan. 2nd declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Wisconsin Division

Conductor J. B. Stewart on train No. 132 Jan. 7th declined to honor going portion of card ticket account returning portion being missing and collected cash fare.

On trains No. 120 and No. 119 Jan. 15th he declined to honor returning portions of round trip card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor L. Bowley on train No. 16 Jan. 8th declined to honor card ticket account having expired and collected cash fare.

Conductor W. Beatty on train No. 62 Jan. 26th declined to honor live stock contract account being in improper hands and collected cash fare.

Conductor B. Lichtenberger on train No. 102 Jan. 30th declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Kentucky Division

H. Nangle on train No. 836 Jan. 17th

lifted telegraphic pass account having expired and collected cash fare.

Conductor F. P. Coburn on train No. 122 Jan. 24th lifted scrip exchange passage ticket account passenger not being provided with penny scrip book and collected cash fare.

Tennessee Division

Conductor S. E. Matthews on train No. 9 Jan. 1st and No. 5 Jan. 28th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. E. Nelson on train No. 103 Jan. 11th declined to honor mileage book account having expired and collected cash fare.

Conductor G. P. Kinkle on train No. 101 Jan. 24th lifted mileage book account being in improper hands and collected cash fare.

Mississippi Division

Conductor F. J. Hines on train No. 23 Jan. 7th and No. 24 Jan. 18th declined to honor mileage books account having expired and collected cash fares.

Conductor M. H. Ranson on train No. 24 Jan. 17th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 5 Jan. 18th he lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Louisiana Division

Conductor M. Kennedy on train No. 304 Jan. 1st declined to honor trip pass account having expired and collected cash fare.

On same train and date he declined to honor trip passes reading via the Ill. Cent. R. R. account being presented for passage via the Y. & M. V. R. R. and collected cash fares.

On train No. 303 Jan. 2nd he declined to honor card ticket account having expired and collected cash fare.

On train No. 304 Jan. 9th and No. 503-303 Jan. 18th he declined to honor mileage books account having expired and collected cash fares.

Conductor L. E. Barnes on train No. 6 Jan. 1st declined to honor returning portion of round trip card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor C. E. Dunbar on train No. 4 Jan. 23rd lifted penny scrip book account being in improper hands and collected cash fare.

Conductor E. S. Sharp on train No. 1 Jan. 27th declined to honor mileage book account having expired. Passenger presented another mileage book for transportation.

Memphis Division

Conductor J. S. Lee on train No. 303 Jan. 1st lifted employe's term pass account having expired. Passengers refused to pay fare and were required to leave the train.

On train No. 303 Jan. 15th he lifted Banana Messenger's ticket account having expired and being in improper hands and collected cash fare.

Conductor J. W. Humphries on train No. 341 Jan. 16th declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

New Orleans Division

Conductor A. L. Williams on train No. 33 Jan. 13th declined to honor returning portion of round trip card ticket account having expired and collected cash fare.

On train No. 37 Jan. 25th and 31st he lifted 54-ride individual tickets account having expired and collected cash fares.

Conductor C. Davis on train No. 12 Jan. 27th declined to honor mileage book account having expired and collected cash fare.

Illinois Division

Conductor G. B. McNeill has been commended for discovering and reporting I. C. 120014 in train 1658 south, Feb. 20th, with no light weight stencilled on one side. Arrangements were made to have car restencilled.

Conductor W. H. Lee has been commended for discovering and reporting I. C. 48697, train 92, Feb. 22nd, with no light weight stencilled on same. Arrangements were made to have car restencilled.

Conductor H. F. Carroll has been commended for discovering and reporting I. C. 97266,

Extra 1639, Feb. 3rd, improperly stencilled. Arrangements were made to correct same.

Conductor H. L. Cramer has been commended for discovering and reporting I. C. 33325 improperly stencilled, train 94, Feb. 5th. Arrangements were made to correct same.

Signal Maintainer H. J. Bacus has been commended for discovering and reporting I. C. 90362 and 120014, Extra 1575, improperly stencilled. Arrangements were made to correct same.

Brakeman A. L. Dahling has been commended for discovering and reporting Penna. 344297 off center, Feb. 24th, thereby preventing possible accident.

Flagman C. A. Sachs on Extra 1643 north, Feb. 15th, has been commended for discovering and reporting I. C. 112791 with two beams down, thereby preventing possible accident.

Car Repairer E. N. Bethell has been commended for discovering, on the morning of Feb. 22nd, train 75 passing Weedman, brake beam dragging. Train was stopped at Farmer City and brake beam taken down, thereby preventing possible damage.

Section Foreman P. McQuire has been commended for discovering and reporting a side dump on car of coal in Extra 1680 north, passing Clifton, Jan. 27th, partly opened and coal leaking out.

Foreman C. C. Wilson, of Neoga, has been commended for discovering and reporting brake beam dragging on car in Extra 1657, Jan. 22nd, thereby removing possible cause of an accident.

Brakeman C. P. Leach has been commended for discovering eight inches of rail gone from south end of east siding at Paxton, Feb. 29th, while on Extra 1575. He immediately reported the matter to have track repaired, thereby preventing possible accident.

Carpenter C. M. Francis has been commended for assisting two young women through the mud and water at 103rd street, Jan. 21st.

Concrete on the Railroads

CONCRETE is a material that can be used to construct practically all kinds of buildings that have heretofore been made of wood. Railroads are learning that concrete offers almost unlimited possibilities.

Frame stations and other impermanent structures along the right of way often become dilapidated unless persistently maintained. Some steel structures are more or less unattractive in appearance and require constant maintenance such as painting, to prevent deterioration. Most stone and brick masonry calls for skilled workmen. Concrete on the other hand can be used by relatively inexperienced laborers under competent supervision, this fact being of especial advantage in places where

skilled labor is difficult to obtain. The use of concrete has become so general and its application is now so well understood that it must eventually figure in railroad work on a much larger scale than at present.

Many railroad structures present an appearance far from the pleasing, restful aspect of concrete. Practically every railroad structure from a station to all those structures along the right of way, may be built of concrete. If they are, upkeep will be minimized to a point of high efficiency.

In the hands of a competent architect, design and decorative treatment of concrete buildings, even though their locations be governed by existing track and yard conditions, may be as simple or as

elaborate as desired. Simple treatment, however, is in most instances preferable, and the artistic effect may be increased by a great variety of surface finishes such as rubbed or brushed surfaces, tooled surfaces, or sand blasted surfaces.

Railroad stations at terminals and principal points along the line are usually more or less imposing and massive in design. In such cases, concrete lends itself admirably to the several architectural styles commonly used for such structures. The reduction in thickness of walls necessary following the use of reinforced concrete gives increased floor areas for office and station purposes. The speed possible in the erection of concrete buildings is well known and is an important factor. The destructive effect of smoke and gases on concrete is usually far less than upon steel, while the surface retains its original tone fully as long as do granite buildings.

Modern railroad practice tends toward standardizing station buildings. Concrete structures usually outstrip brick, stone and frame buildings, in economy of first cost and upkeep, because of the adaptability of concrete forms for monolithic structures and blocks of other precast members for unit methods of construction. Concrete roundhouses, freight sheds, coal bunkers, watertanks, and many other buildings may be built at least in part, and often entire with the same forms. Such structures as switch and grade crossing tenders' shanties, tool-houses, lamp standards, posts, etc., may be precast at a central point and erected at their respective sites.

This brings us to various structures and fixtures along the right of way, practically all of which, with the exception of large trestles, can often be economically precast at a central plant and distributed along the right of way where they are to be erected.

It is often more economical to precast the units of some types of bridges and culverts and assemble the units in place, than to build the structures monolithic.

Reinforced concrete bridges, trestles, retaining walls, and culverts are now quite common on all railroads. Concrete fence posts, telegraph and telephone poles, signal and crossing posts, ties, bumpers, and switch cabins, are rapidly gaining favor also.

Concrete fence posts are made at a central plant, at small cost, and once in place the only maintenance required is that of keeping the wire fencing in good condition. Many railroads have adopted concrete posts as their standard. Concrete fence posts stand up better than wooden posts and they therefore retain their alignment much better. They are fireproof and rotproof. The wire fencing is readily and permanently fastened to them, with no danger of staples or fasteners becoming loose as a result of decay. Heavy wind storms

and cattle cannot knock down a properly built fence made with concrete posts. Such fences not only best serve the purposes for which intended, at the lowest possible cost, but also present a pleasing appearance.

Telegraph and telephone poles made of reinforced concrete were, when first introduced, expensive and cumbersome to handle and to place; but the present-day practice has brought the cost down to a point where it is plain economy to use them. In design they have progressed from the awkward and impossible to the practical and economical—from concrete poles without reinforcement, used on the Isthmus of Panama by Col. G. M. Tottin in 1856, through various stages of inaccurate design, to the present well proportioned and thoroughly effective pole, which will withstand the effects of wind and weather better than poles of wood or steel. Like concrete fence posts, concrete poles can be set up in comparatively soft soil by the addition of a concrete slab or disc at the bottom, thus lowering the center of gravity, and maintaining an almost perfect alignment. In the light of present-day methods and setting, the handling of these poles is but little more difficult than handling wooden poles, and once set up in place, they require no further attention.

A step forward has been made in the adoption of concrete signal and crossing posts. The old type of wooden posts deteriorated rapidly, not only from the elements, but also from ground fires, ants, worms, and other wood-destroying insects. These posts are made in many designs, and like fence posts and telegraph poles, are adapted to all temperatures and latitudes. A right of way provided with well designed signal and crossing posts presents a most pleasing appearance and invariably proves more interesting to the cost accounting department of the railway using them, than to the sight-seeing traveler.

Another interesting possibility of concrete in railroad work is the concrete tie. Much study and effort have been expended in attempting to design a tie that would prove satisfactory in every way.

Numerous concrete ties have been submitted to railroads for actual physical tests, but always some slight defect was apparent which precluded adoption. Recently, however, several have been made which gives hopes that the successful concrete tie will be found. Should this prove so, one great source of railroad expense will have been reduced. Fire may rage along the right of way without affecting the tracks. Timber for use as ties is yearly becoming scarcer and the cost of wood ties is increasing. If the concrete tie "arrives," initial cost will not be prohibitive and renewals will be so reduced as to be almost negligible in comparison with present conditions.

Concrete bumpers are among the latest innovations in railroad structures, and the early examples which are in use by some of the principal railroads give evidence of proving as effective as, and less expensive than, the old-time types of bumpers.

Important applications of concrete which should secure a strong footing among railroads are the precast, portable, concrete switch and grade crossing shanties. The adoption of these will lead to a distinct reduction of maintenance costs. They can be made in any style to suit local conditions, the smaller ones being cast as unit and the larger ones in two or more units. The former are deposited on their respective foundations, and are at once complete; whereas with the latter types the units are delivered at the proposed site—the foundation having been previously prepared—and assembled, the necessary work consisting of spreading mortar joints for

the several units. This type of construction permits the precasting of as many complete cabins at a stipulated time and place as may be required, for the replacement of condemned shanties of the old type. The cost of such concrete structures will be considerably less than the cost of frame, brick, or stone ones of equal dimensions and equally as attractive when maintenance is considered. The matter of transporting precast concrete units or material for building concrete structures at their respective sites naturally is one of prime importance and the cost thereof will be the determining factor in the adoption of one or the other of these methods. For handling precast units, several flat cars will be necessary, provided with skids or runways for loading and unloading, or, preferably a small derrick for rapid unloading from the main line where sidings are not convenient to the sites.

Division News

Springfield Division

Rodman G. B. Davis has been transferred from this Division to the position of draftsman in the Valuation Department with headquarters in Chicago. Mr. Davis left a number of friends in Clinton who wish him well in the Valuation Department.

Mr. E. R. Rall has arrived in Clinton to fill the position of rodman, vice G. B. Davis, promoted. Mr. Rall is from Chicago, this being his first time in Clinton. He will certainly become attached to this Division if he follows the example of his predecessors.

Mr. Dan Leo, a pensioned road supervisor on the Springfield Division, is at his home in Clinton recuperating from a long siege of bad health. Mr. Leo was associated with the railroad company for a great number of years, and a year ago the railroad company rewarded him for his faithful service by retiring him on pension. Uncle Dan has been enjoying his first real vacation in his long career since retiring, traveling extensively to different parts of the country.

Until recently he had enjoyed the best of health, but seemingly his forced inactivity caused him to become ill. All of his many friends join in wishing him a rapid recovery.

Mr. Chester Bradley, painter at Clinton Shops, will visit relatives in Adrian, Michigan.

Mr. Robert Rogers, machinist at Clinton Shops, will visit friends and relatives in New York City.

Mr. H. C. Heseman, engineer, will visit in Ocala, Fla.

Mr. Charles Beilsmith, fireman, is mak-

ing arrangements for a trip to New Orleans and Hot Springs.

Mr. Carroll Jordan went to Chicago to hear John McCormack sing and Mr. Wm. Stern attended the Follies. Which of the two had the best time?

The new wash rooms for enginemen and shopmen at Clinton have been completed and are now in use.

Mr. A. B. Comer, fireman, wife and daughter Madge, will visit relatives in Henderson, Ky.

Mr. J. H. Wheatley, fireman, will visit his parents in Waverly, Ky.

Mr. M. G. Taylor and Paul D. Vanderbilt attended the Automobile Show in Chicago. Paul D. is quite an auto bug.

Vicksburg Division

On account of high water conditions trains 598 and 599 have been discontinued between Holly Bluff and Colby. The water is about two inches higher this year than it was in 1912 and 1913.

Our popular Section Foreman at Holly Bluff has been having a bad time removing the drift from the track since the trains have been discontinued.

We are very sorry to learn that our Agent at Louise could not purchase himself a lot in

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 48-page illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Sore Eyelids and Granulation

his city, as he was very anxious to invest some of his surplus money in a home.

Mr. G. C. Bounds has a plantation out from Midnight, and we learn that he has the overflow to contend with. I guess that Mr. Bounds regrets this, as it costs him several dollars for his tenants to live on while this water is up.

We are very sorry that our Engineer, Mr. E. F. Hatchett, and his Fireman cannot secure a boarding place at the City of Colby, and am told that they have to sleep and do their own burning on the 52.

The popular Agent at Louise wants a vacation of about two days, and wants Agent Cowart to relieve him, but Mr. Cowart says he is drawing pay if the trains do not run into Holly Bluff.

Mr. Bill Ellis claims that his dog train should leave Holly Bluff at 6:30 a. m. in order to insure connections with the fast mail at Silver City. Bill says he enjoys the layover at Holly Bluff, as he has such a nice cozy room in the waiting room.

Mr. T. L. Dubbs, superintendent, spent several days latter part of February at Jackson, Miss., looking after legislative matters.

Miss Zetta Beuhler, file clerk in superintendent's office; Mr. Wright Chenault, assistant accountant, superintendent's office; Mrs. H. D. Smith, stenographer in superintendent's office, and Mr. L. H. Michaux, accountant in local freight office, spent Sunday, February 27, in Leland, giving Mrs. Josie Rabb a surprise visit. They report having a swell time.

The Greenville Stone & Gravel Company have again resumed operations, after having made general repairs to their machinery, and rebuilding the gravel bins.

Account of backwater up the Yazoo River from the Mississippi River it was necessary to discontinue train service between Rolling Fork and Vicksburg, but indications are now that train service will be resumed on or about March 1st.

Effective February 20, 1916, Vicksburg Division Time Table No. 43 went into effect at 12:01 A. M., and attention has been called to the many important and minor changes made in the schedules of both passenger and freight trains.

Division Accountant M. P. Massey and Assistant Accountant B. F. Simmons attended the Accountants' Meeting, held at Memphis, Tenn., February 24. Notwithstanding the fact that the meeting was not a lengthy one, at the same time, it is felt that much good is being derived from these meetings.

Mrs. Annie Davis, agent at Hollyknowe, Miss., has been transferred to the agency

at Charter Grove, Ill., at her request. We wish her success in her new position.

Mr. Claud N. Campbell, second trick dispatcher, made a business trip to Meridian, Miss., latter part of February, and he reports that he attended to enough business in one day to last him the balance of his life.

Third Trick Dispatcher Mr. R. H. Mays has returned to work after an absence of two weeks, visiting friends and relatives in Louisiana and Texas.

Mr. J. A. Parker has temporarily taken charge of Pace, Miss., Section in place of Mr. Mitchell.

Extra-Operator Dispatcher Mr. A. R. Triche has returned to his home in New Orleans, after working at Greenville as temporary operator on account of high water conditions, also relieving Dispatcher R. H. Mays.

We learn with much regret that our popular Traveling Auditor, Mr. M. F. Freeman, has tendered his resignation to take effect March 1, to engage in business for himself. We wish him great success in his new undertaking, and welcome his successor, Mr. R. H. Lee, in our midst.



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ILLINOIS CENTRAL MAGAZINE

April

1916



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P. M. GATCH

Assistant General Claim Agent.

Philip M. Gatch was born in Cincinnati, Ohio, September 23, 1876. Was graduated from the Linsley Institute (preparatory school), Wheeling, W. Va., June, 1894, and from Cumberland University at Lebanon, Tennessee, in June, 1898. Entered service of the Illinois Central as Claim Agent of the Illinois, Indiana, and Springfield Divisions June 1, 1901, with headquarters at Decatur, Illinois. In 1907 was transferred to Evansville, where he remained until May 1, 1913, when he was promoted to the position of Assistant General Claim Agent, Northern and Western Lines, with offices in Chicago. December 1, 1915, was appointed Assistant General Claims Agent of the Southern Lines.

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The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Lieutenant General Stephen Dill Lee

STEPHEN D. LEE, a Lieutenant General of the Confederate Army, was born in Charleston, September 22, 1833, of an old South Carolina family. One of his Revolutionary ancestors languished in a British prison ship at St. Augustine; another forebear did good service against the Nullification movement as a Federal judge. Caroline Allison Lee, the mother of Stephen, died when he was a little child. Dr. Thomas Lee, his father, married again, and the little boy was sent to boarding school very early, indeed he had to learn to take care of himself at a time when most boys are in the shelter of home. While still at school, he sought out a candidate for Congress and obtained the promise of an appointment to West Point, in case of his successful election. The man who made the promise was Congressman Orr, afterward Governor of South Carolina and Minister to Russia. "Stephen," he said, "you have so much more confidence in my being elected than I have myself, that you shall cer-

tainly have the place if I succeed." Stephen D. Lee entered West Point Military Academy in 1850 and graduated in 1854, along with J. E. B. Stuart, Custis Lee, Pegram, O. O. Howard, and others who afterward distinguished themselves in the Civil War. Custis Lee was the son of General Robert E. Lee, who was then the commander of the post at West Point. Upon one occasion Custis Lee's roommate brought some whiskey into quarters and it was found in the room. As neither Custis nor his roommate would say who brought in the whiskey, both were arrested and threatened with expulsion. General Robert E. Lee privately sent for his son, and told him that while expulsion would probably follow refusal to give the name of the student who brought the whiskey into quarters, that he, Custis, should on no account disclose the name of the offender, but should preferably accept expulsion as an alternative. As the student who brought the whiskey into quarters would inevitably have been



Cadet



Lieutenant



Brigadier General



Captain



Lieutenant General

Stephen Dill Lee

expelled, in order to save Custis Lee from expulsion his whole class took the pledge for the rest of their stay at West Point.

After graduating at West Point, Stephen D. Lee spent six years of service on the western frontier, as lieutenant in the Fourth Artillery, and during a portion of this time he was regimental quartermaster. At that time the arable land upon the western frontier was supposed to stop at the Missouri river. Life at an army post was exceedingly dull and a certain amount of gambling and dissipation was the inevitable result. One of the older officers in the regiment, who was a bachelor, was on a number of occasions very tenderly cared for by the young lieutenant and put to bed when he needed the ministrations of a friend. The older man had saved up the sum of \$14,000, and when young Lee went south to join the Confederate army his friend insisted upon making him a present of the entire sum. The young officer, however, refused to accept the gift, or any part of it, upon the ground that to do so would be to disappoint the claims of somewhat distant relatives upon the old man's bounty. During all this time the young soldier allowed himself the bare necessities of life, all that remained out of a lieutenant's pay being sent back to educate his sisters and to aid in supporting his father's then very considerable family.

In 1857 trouble arose with the Seminole Indians in Florida and the young lieutenant saw service there under Colonel Loomis against Billy Bowlegs and his followers.

Upon the approach of the Civil War, in company with almost all of the officers of the United States Army from the seceding states, Lieutenant Lee sent in his resignation and offered his services to his native state. The more fortunate officers who came south were commissioned as colonels and sent to the front, but, having no political support, young Lee was assigned to the quartermaster's department. He made his escape from this service by

joining a volunteer company of the Washington Artillery at Charleston and being elected its captain. In the proceedings immediately before Fort Sumter was fired upon, Lee served as aide to General Beauregard, and in this capacity, along with Colonel Chestnut, demanded the surrender of the fort and later delivered the order to open fire. Major Anderson tried the expedient of holding General Beauregard's messengers as long as possible before making reply, and offered every inducement which the sideboard could afford to put the two aides out of commission, so far as returning with an immediate reply was concerned, but the effort was in vain. The artillery officer, Captain Harrison, to whom the command was given to begin the bombardment, offered Colonel Chestnut the opportunity to fire the first gun, but upon the latter refusing with considerable emotion to accept the invitation, Captain Lee offered to fire the gun. This offer was not accepted as the battery commander said that if Colonel Chestnut did not choose to fire the cannon, no one else should have the opportunity to do so, and discharged the piece himself. Before the war was over this resolute officer filled a soldier's grave.

Captain Lee's first employment was with the Army of Northern Virginia as an artillerist. He saw hard service in the battles around Richmond, and at Second Manassas was able to render exceedingly effective service, so much so that President Jefferson Davis afterward declared that the young soldier had saved the day. In the terrible battle of Sharpsburg, his command met with serious losses and participated in very bitter fighting. Upon the following day General Robert E. Lee conceived the plan of crushing the Federal right with artillery. Stonewall Jackson reported that it was impossible to do this, and requested his great commander to send an expert artillerist to report upon the feasibility of the plan.

Stephen D. Lee, then colonel of artillery, was chosen as the expert to de-

cide the question, and this, without any previous knowledge of the opinions of other officers, or what was at stake as the result of his decision. The

ilege of making the attempt in case it should be tried. A vivid account of this incident will be found in Henderson's Life of Stonewall Jackson, also



advice given by Colonel Lee was that success was impossible, but in order to save himself from the implication of unwillingness or fear, at the time he gave the opinion he requested the priv-

in "The Long Roll," a novel by Mary Johnston, which gives a graphic picture of the campaigns of Stonewall Jackson and his men.

In the West the campaign had been

going against the Confederacy. The effort of the Federal Government to open the Mississippi River to the sea was in sight of success. After Sharpsburg, President Davis requested General Robert E. Lee to select his most efficient and accomplished artillery officer for duty on the Mississippi. The choice fell upon Colonel Stephen D. Lee, who was made Brigadier-General November 2, 1862, and sent to Vicksburg. On December 29, 1862, at Chickasaw Bayou, with 2,700 men, he was so fortunate as to repulse General W. T. Sherman with 32,000 men in his command. The following account of this battle is taken from Pollard's "Lee and His Lieutenants," page 679:

"The enemy made his first demonstration by disembarking his army at the north of Chickasaw Bayou five miles from Vicksburg, on the Yazoo River, and at once commenced pushing towards the city in the direction of the road leading from Snyder's Bluff. Encountering him with his small force, Gen. Lee disputed the ground inch by inch to the Bluff, two and a half miles. By holding the enemy in check for an entire day, he was enabled to construct a few rifle pits, to shelter his small command on the long line he had to defend, a distance of twelve miles from Vicksburg to Snyder's Bluff. The enemy, seeing the small force in front of him, determined on an assault, and crossing Chickasaw Bayou moved gallantly to the attack, Blair's Missouri division and part of Morgan L. Smith's in the lead. Curiously enough, a week before the action General Lee had reconnoitered the precise field, and had then remarked to one of his officers that 'it was the weakest point around Vicksburg, and that if the enemy ever came towards the city, he would try this route.' His predictions were exactly realized. But the assault of the enemy was repulsed; four hundred of their dead and wounded were left on the field, and four hundred prisoners; and so decisive was the repulse, and so blind was Sherman to the advantages he had fallen upon,

that he desisted from further action, embarked on his transports, and left the Yazoo to try some other plan or point of attack. The victory was a most important one; it came near extinguishing Sherman's then flickering reputation; and it was achieved by General Lee in the most unequal and desperate circumstances."

One of the incidents which General Stephen D. Lee used to tell in connection with this battle was that immediately after the battle it was found absolutely necessary to get an additional supply of ammunition. The road to Vicksburg passed under the fire of the enemy's sharp shooters, so that any man carrying the order was compelled to ride for his life. Volunteers were called for. After two men had thus fallen, killed in sight of their comrades in this desperate undertaking, a third gallant horseman, riding like the wind, succeeded in running the gauntlet and carrying the necessary order to Vicksburg.

In the campaigning which witnessed the fall of Vicksburg, Lee saw terrible fighting. At Baker's Creek he discovered just in time that the enemy was about to gain the road to Vicksburg in the rear of Pemberton's forces. Lee's brigade lost more than 1,000 men, or about one-third of its full number, in this engagement. General Lee rallied several regiments by taking their colors and leading them on in person. Three horses were shot under him within a period of twenty minutes and several bullets passed through his clothes, but he was only slightly wounded. During the retreat, he and his adjutant, Captain Elliott, fell into an ambush and rode up to within 75 yards of the enemy before discovering their situation. They wheeled their horses and fled under an infantry and artillery fire which made their escape seem miraculous.

In the assault upon Vicksburg, June 22, 1863, a part of Lee's redoubts were carried and three stands of colors were planted upon them. The trenches were retaken, however, by Colonel Waul



HOME OF STEPHEN DILL LEE AT COLUMBUS, MISS.

with 40 volunteers from Waul's Texas Legion, capturing 100 prisoners. The most extraordinary feature of the enterprise was that, although about 30 cannon were trained upon the spot, not a one of the Texans was killed. During this assault General Lee, Colonel Waul and the latter's adjutant stood in an exposed position, the adjutant being shot through the heart. Afterwards it was ascertained that 40 men had been ordered to fire a volley at the three, but only one was touched.

At the time Vicksburg was surrendered, in some places the enemy's trenches were only 20 feet from parts of Lee's line.

Being exchanged after his capture, he was raised, August 3, 1863, to the rank of Major-General, and placed in command of all the cavalry in Mississippi. With two small brigades of cavalry he disputed the advance of Sherman from Memphis to reinforce Grant at Chattanooga, so that Sherman finally crossed the Tennessee river at Eastport and marched on the north side. When Sherman made his expedition from Vicksburg to Meridian, Lee hung upon his march. It is hard to say just why this expedition was ever undertaken, as General Sherman marched back again, after having destroyed nothing of very great value.

On June 23, 1864, then being 31 years of age, Lee became the youngest Lieutenant-General in the Confederate

army. In July of that year General A. J. Smith moved out of Memphis with 16,000 men to attack General Forrest. At Forrest's request, Lee took charge of their united forces, only 6,500 men in all. The battle took place at Harrisburg, near Tupelo, and after three days of desperate fighting Smith retreated to Memphis.

When General Hood was placed in chief command of the Army of Tennessee, General Lee took command of Hood's corps and participated in the severe fighting in the battles around Atlanta. In the Tennessee campaign General Lee was given the task of engaging the Federal troops under General Schofield at Columbia, while Hood, with the other troops, made a detour and gained their rear at Spring Hill. The pitiful neglect to close the gap



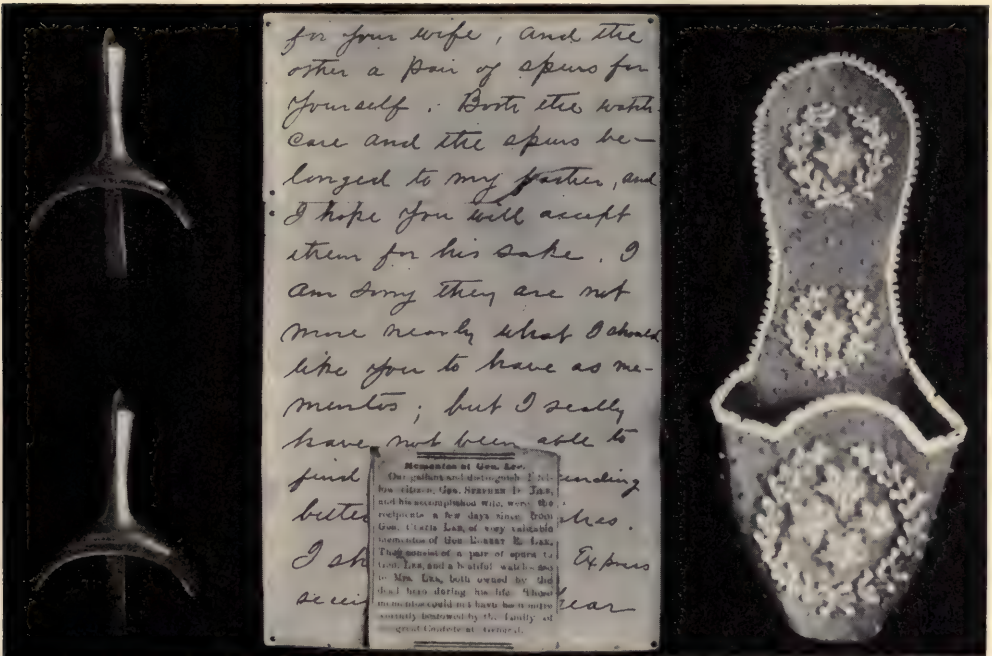
SASH WORN BY GENERAL STEPHEN D. LEE DURING THE CIVIL WAR.

at Spring Hill and cut off the retreat of the Federal army, resulted in the terrible slaughter at Franklin. When the battle took place there only one division of Lee's corps had reached the field from Columbia. As Lee rode up to General Hood, Hood gave orders that the division should at once be sent into action. It was then night-fall, and when Lee requested guides for his men, Hood pointed to the red line of fire upon the horizon and an-

saults of Wilson's cavalry. About two o'clock in the afternoon the first day of the retreat General Lee was painfully wounded in the foot, but did not give up his command until eleven o'clock that night.

Lee's corps was the only organized command after the battle, and he was the only corps commander complimented in General Hood's final report.

As a result of the wound received in this engagement, General Lee was



SPURS AND WATCH CASE OF GENERAL ROBERT E. LEE PRESENTED BY HIS SON, GENERAL G. W. CUSTIS LEE TO GENERAL STEPHEN D. LEE.

swered: "Your men will need no guides, yonder is where they are to go." This division charged through a locust thicket and took three stands of colors. After Franklin, the result of the battle of Nashville was a foregone conclusion. At the battle of Nashville, Lee's position was at Overton Hill and his corps was successful in repelling the charges of the enemy. When the line broke elsewhere his corps became the rear guard and it is believed saved the army from destruction. For two days they fought rear guard actions, repelling the fierce as-

compelled to give up his command for a considerable time. He spent his furlough at Columbus, Miss., and during his time was married to Miss Regina Harrison, the daughter of James T. Harrison, a distinguished lawyer and a member of the first Confederate Congress.

As soon as he was able to travel General Lee rejoined his command on crutches, was with his corps when it surrendered and was paroled with General Johnston's army. The Mexican dollar which he received at the dissolution of Johnston's army was the only



MISSISSIPPI AGRICULTURAL AND MECHANICAL COLLEGE, STARKVILLE, MISS.

specie paid him during his entire service for the Confederacy, and is still preserved. With this sole occupant of his purse he traveled hundreds of miles from North Carolina to Mississippi, but he found no one who would accept it from him in payment for food or lodging, when the circumstances under which it had been received were made known.

After the war was over, General Lee took up the pursuit of farming in Noxubee county, Mississippi. Several times he undertook other pursuits. He was at one time general superintendent of an insurance company, but was compelled to give up this calling, since it enforced separation from his invalid wife. Farming in Mississippi during Reconstruction days was a very ungrateful pursuit. He took an active part in the overthrow of the carpet-bag government in Mississippi, but did not hold any public office, except that in 1878 he was elected State Senator from Lowndes county.

When the State Agricultural and Mechanical College was established at Starkville, in 1880, he was made its president, and there for nineteen years he devoted himself to the instruction of Mississippi youth in agricultural and mechanical arts. He considered this his life work and would have preferred to be remembered for his influence upon the minds and hearts of the young men who entered this institution rather than for his services, however brilliant, upon the battlefield.

On May 1, 1899, he resigned the presidency of the college, having been appointed one of the three commissioners of the Vicksburg National Park. In 1899 he was elected president of the Mississippi Historical Society, and in 1902 president of the Board of Archives and History of the state of Mississippi. He was a member of the Constitutional Convention of 1890, and at that time was an advocate of granting suffrage to women, subject to educational or property qualifications.

In 1904 he was elected commander-in-chief of the United Confederate Veter-

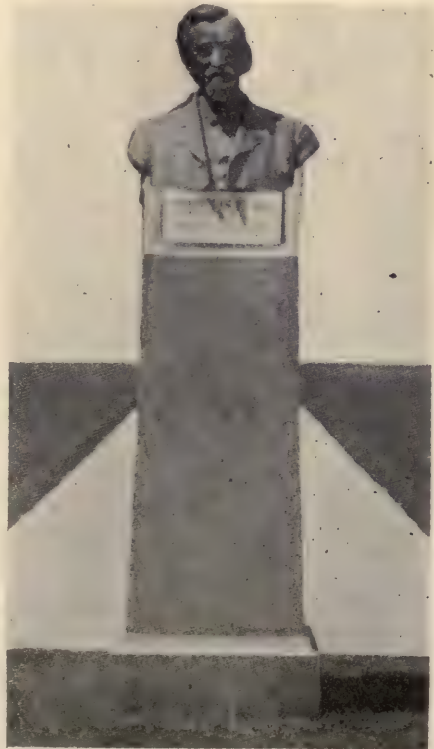


STEPHEN D. LEE MEMORIAL CHAPEL.

ans, and was from time to time re-elected until the date of his death, May 28, 1908. During his later life he was very active in endeavoring to further the cause of historical writing which would do justice to the merits of the soldiers of the Confederacy as well as those of the soldiers of the Union. He became popular as a public speaker at soldiers' gatherings; indeed he lost his life on account of the exertion and the heat of the day on May 22, 1908, when he delivered an address of welcome to the survivors of Lawler's Brigade of the Union Army which besieged Vicksburg.

General Lee stood six feet in his stockings. As a young man he was conspicuous as an athlete, especially as a rider and swimmer. His manner was unobtrusive and modest, and but for his shyness and reserve, he would probably have won even greater distinction. He was a man of no concealments; his character was as clear as crystal; there was nothing in his soul or in his life to be hid. Early familiar with hardship and misfortune, his nature was serious, with a touch of sadness, possibly due in part to the many years of devotion to his invalid wife, whose own cheerful and sunny nature illuminated her physical suffering. After her death, and during the latter years of his life, which were spent in a charming old house at Columbus, Mississippi, General Lee reserving a sum sufficient for his personal needs, which were of the simplest character, was accustomed to give away his entire income to charitable causes, of which his church was the most im-

portant. He loaned in the aggregate large sums of money to poor boys to enable them to complete their educations, only a part of which was ever returned to him. Women and old soldiers had no difficulty in obtaining his subscription to books which he never read, while in his daily walks beggars invariably made it convenient to meet him, and he never turned them away. His public life was strong, useful and faithful; his private life had a sweetness and charm known only to his intimates. He was an early riser and did his most important work before breakfast. Writing and speaking he found always difficult, but by continual effort he accomplished himself well in them; indeed his wife used to say that although he had absolutely no ear for music, he would have succeeded as an opera singer, if he had thought it his duty to do so. While he was never wasteful in the use of money, he really

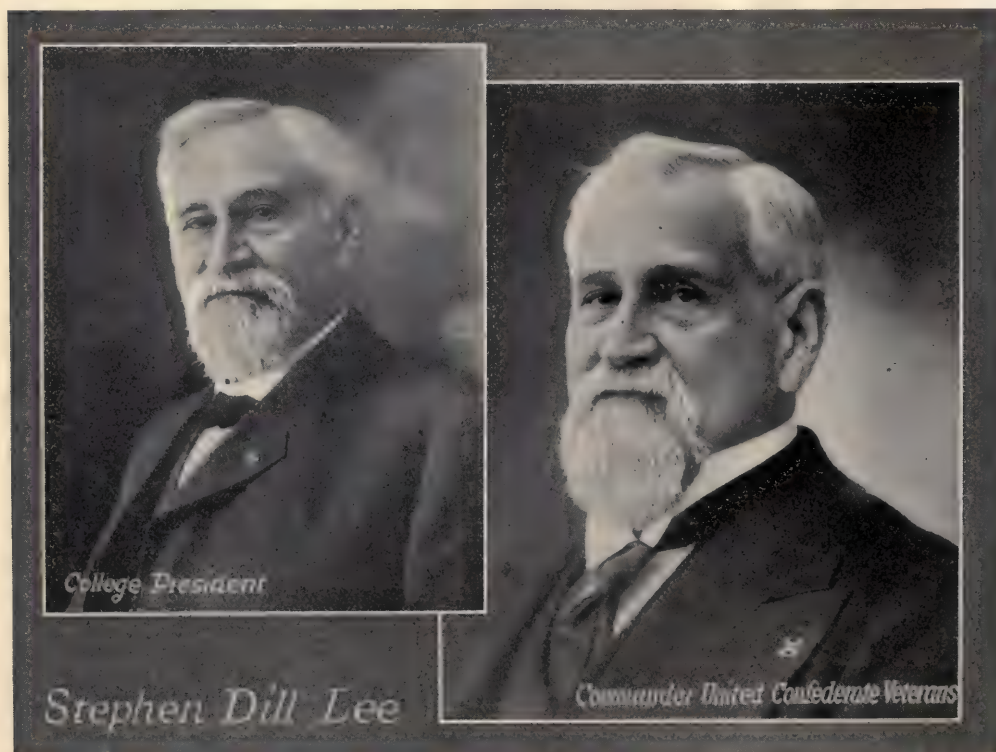
BRONZE BUST OF STEPHEN D. LEE,
MISSISSIPPI A. & M. COLLEGE.

cared nothing for it, except to give it away, and this, perhaps, was one of the secrets of his power. He had a beautiful old age, darkened only by his deep sympathy with the suffering of others.

At the time of the Spanish-American War, there was some difficulty in securing from Mississippi the proper quota of volunteers, and General Lee made it his business to go about the state addressing the young men and urging them to enlist. His influence over

ham Reunion in June, 1908, speaking of the Confederate soldiery, which perhaps indicates as well as anything his point of view. These are bugle notes for the living as well as the dead.

"These men fell bleeding and with broken swords before the altar of their country. Their reward was the imperishable knighthood of their service. I imagine that the knights of the Holy Grail never sought other reward than just to serve. The Confederate soldier



young men was so great that his efforts were quite successful. Some one took him to task for inducing these young men to take up arms, when very likely it would cost a good many of them their lives. General Lee's instant reply was, "Is there anything better that can happen to a young man than to give his life for his country?" He held fast to faith in a living God and immortal life. There is a passage from his last address as Commander-in-Chief of the United Confederate Veterans, read two weeks after his death, at the Birming-

ham was the flower of noble and heroic courage. Duty laid her kiss upon his brow and love of country folded him in her arms. He enriched the world in honor; he added to the spiritual riches of mankind. The memory of his deeds is the treasure of his people, incorruptible, undefiled, and that fadeth not away. No noble action is ever lost, no brave deed shall ever pass away. They are written upon the everlasting pages of the universe, they are inscribed upon the heart of God. The mountains and hills shall be made low

and there shall be no more sea, but nothing of moral worth shall perish. Upon the coral of such lives as these God's islands lift 'their fronded palms in air.' But if religion were superstition and faith were folly, if death ends all and icy night awaits the world, these men lived the only life fit to be lived.

"To those who keep alive in loyal hearts the memory of the Confederate dead, I would say these men chose the noblest part. This is the best life offers any man; to strive for the highest, the greatest, the bravest that he knows. Is it not better to achieve these things, even at the cost of life itself, than to purchase length of days by mean and sordid living, by cowardice or craft, by surrender of the fine ideals of manhood in base compliance to dishonor? In the heart of every man the Everlasting has made answer. If the cause failed, the men were not lost. Looking beyond the little span of human life into the white light of eternity, what better

could we have wished for the Confederate soldier than to have played his part as he did? He has left heroic memories that chasten and purify the hearts of all who shall come after him. He has lifted life above the low level of the commonplace into the realm of precious and immutable things, which abide above all change, beyond the reach of years."

It is hard to deal with such a life as his, strengthened by conflict, sweetened by suffering, bravely trampling under foot the material aims and selfish desires which hold most men in chains, without entering into eulogy. Here was a man who loved the highest, when he saw it, and never gave up its quest, whatever life brought of poverty or riches, joy or sorrow, accomplishment or defeat. He never lost sight of the stars. Peace to thy spirit, Stephen Lee, wherever in the wide universe thou art, for thy soul was made of love and truth, and these elements are immortal!



MODEL OF STATUE OF GENERAL STEPHEN DILL LEE, IN THE NATIONAL MILITARY PARK, VICKSBURG, MISS.

The Public and the Railroads

Address by Vice-President W. L. Park Delivered Before the St. Louis Railway Club,
Friday, March 10, 1916

THE railroad problem is the greatest national problem that confronts the people of the United States. Our nation, since its discovery, has been the "melting pot" of the world. Into it has been poured the best blood of every country; they have mixed and assimilated in a most remarkable way, conclusive that a Divine power is shaping our destiny.

The Latin, Slavic, and the Anglo-Saxon, and even the African and the North American Indian, peoples have mixed their blood on this continent, while no apparent reason other than the guiding hand of Providence has prevented the Occidental and Oriental races from so mixing, indicating that there is to be formed here the greatest nation of the earth, whose power must ultimately dominate the Orient and the world. The Teutonic, Slavic, Latin, and Anglo-Saxon people are now engaged in a titanic struggle, which, unquestionably, places the omnipotent mark of disapproval upon their political methods. From this chaos must inevitably come governments patterned after our ideals and institutions. To my mind, the great contest in Europe means more for the people of the United States than for any of the contending nations. Monarchies and kingdoms are doomed; the lesser monarchs and potentates are already seeking asylums elsewhere than in their own countries. The monarchs leading each of the contending armies in Europe all solemnly claim Divine favor. Can it not be more rightly claimed for a nation that declares that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among those are life, liberty, and the pursuit of happiness; that to secure these rights, governments are in-

stituted among men, deriving their just powers from the consent of the governed?

Lincoln's words, "With malice toward none, with charity for all, with firmness in the right as God gives us to see the right," appeals to me to be more in the interests of humanity than words of hate and scorn from those now at each other's throats, without a semblance of humanity, madly endeavoring to destroy all that is good in churches, the arts and sciences, by fair means or foul—a return to barbarism and savagery.

A general resume of the situation in Europe and its effect upon this country appeared in the *World's Work* for February, written by Mr. Otto H. Kahn, who, perhaps, has a clearer vision than any other living man of the cause and effect that enters into the problem as relates both to this country and Europe. I quote part of Mr. Kahn's article:

"The situation resulting from the European war has brought to this country a scope and a wealth of opportunity almost, if not entirely, without parallel in history. It has never happened before that the great nations of the earth, all but one, were engaged in a terrible physical and economic conflict—a conflict so appallingly costly and destructive in lives and treasure that its consequences must be felt for generations—whilst the one great country at peace not only enjoys its blessings in an undiminished degree, but is actually benefited by the urgent necessity of some of the fighting nations to turn to it for certain of their essential requirements during the continuation of the war. Granting that it is true that no nation can derive lasting economic advantage, in an absolute sense, from the destruction of the wealth of other nations, yet, it must be borne in

mind that all values are relative, and there can be no doubt that in relation to all other nations the position, economic power and wealth of the United States have received an immense enhancement in consequence of the war, and the opportunities opened up to it are well nigh boundless. But there is no great opportunity without a corresponding duty, no privilege without a corresponding obligation to use it wisely and beneficently. To fulfill with credit and honor, with due advantage to itself and the world, the part which the favor of Providence has allotted to America is a weighty and solemn task. It calls for thoroughness of thought and study, integrity, self-restraint, and conservation, boldness, enterprise and adaptability, breadth of vision coupled with attention to details and last, but not least, wise and mutually trustful co-operation between business and the legislative and administrative powers."

In this great crisis it behooves us, as a nation, to study all of the problems entering into the conflict, without prejudice or bias, entirely from the viewpoint of our national welfare. It has been repeatedly said by many of the eminent political scholars of Europe that our Constitution is the most wonderful political document that has ever been written. Its preamble sets forth that it was adopted for the purpose of creating a more perfect union, to establish justice, to insure domestic tranquility, to provide for the common defense, to promote the general welfare and to secure the blessings of liberty for ourselves and our posterity. These principles must continue to be our guiding star. Our duty lies in maintaining them inviolate and in the spirit in which our forefathers saw the possibilities of this greatest nation.

The most important principle in this document is the first, "to establish justice." Our experience has already taught us that every tendency to depart therefrom weakens us as a nation. It is the basic requirement upon which the four other principles of government rest.

The railroad question is the one that will, in all probability, place the greatest

strain upon the firm and permanent establishment of justice and, therefore, is the greatest national problem that confronts us today. Can our railroads be owned and operated by private capital? Are the people of this country patriotic enough to do them exact justice? Being semi-public institutions, they are vulnerable to political, financial and social attacks. They must be protected by wise regulation in that they may not themselves do these things that will arouse public animosity. There must be a centralized federal supervision that will so regulate their methods as to bring about uniformity of supervision and service. Their accounting to the public must be of such character as to prevent manipulation, discrimination, and undue personal gain. It must make comparisons possible and control impartial. To this extent, governmental regulation is universally approved; further, it becomes a more complicated and serious problem. To what extent may legitimate business functions be supervised by federal, state, county, and municipal authority? Where does legitimate and proper regulation of its activities begin and end? No one should object to any such regulation if it is for the general welfare. Every one should object if it seeks to bring preferential conditions or service to particular territories, localities, or individuals. With forty-eight states, sovereign within themselves, there must come to this question many complications. I have the greatest confidence that our courts, created to safeguard the first fundamental of our Constitution, the establishment of justice, will work these problems out. Also, that they will, in connection therewith, so regulate the financial affairs as to eliminate the mercenary and control the striving for unfair individual advantage in connection with their operation.

The great problem entering into the railroad question is that of its working forces. In this connection, the railroads are just as vulnerable as they are in the political and financial aspects; in fact, much more so, for here regulation and control is more difficult.

No one questions the right of railroad

labor to seek adequate and just compensation. It must, also, be conceded that the working conditions shall be fair, reasonable and comparable with other allied vocations. I think every manager throughout the country is thoroughly imbued with this idea. He must recognize that he can render better service to the public and to his stockholders if he can surround himself with competent, satisfied and loyal subordinates. The desire on his part to render the best possible service is an incentive always to give every consideration to the conditions surrounding those who are directly in charge of the service activities. He expects and desires that the conductor have a fine personality, to be courteous to the patrons, to be intelligent, so that the great responsibilities of operating trains may be reposed in safe hands, and that he shall live in his community in such a way that he and his family shall command the respect of the community. I know that no one appreciates this more than the Manager (and in this term I include, as well, the General Superintendents, the Superintendents, Train Masters, the Master Mechanics and the assistants). The necessity of having in charge of the locomotive an engineer of the highest intelligence, of the best physique, who may surround himself with such domestic conditions as to prevent worry, is conceded; the Manager knows that in a moment of abstraction or amnesia, the engineer can plunge a hundred souls into eternity. Therefore, it is human as well as a business inclination that he shall be well paid and the conditions surrounding his employment shall be such as to induce contentment, which in turn provides a clear head. This applies, in turn, to his assistant, the fireman, the coming engineer; and to the brakeman, the coming conductor. It applies, also, to the agent, who comes in contact more, perhaps, than any other employe with the patrons of the company, and to the train dispatcher, who handles the movement of the trains. Therefore, as I have stated, there has been an inclination on the part of the managers to treat the

classes employed in train operation with the utmost consideration, and I do not think that any manager will contend that what has been done in this direction is sufficient. Many roads have proved the value of rest rooms, pensions, hospitals, and other welfare conditions and are generally in favor of all those things that will surround the service to the public with safety, expedition and comfort. At the same time, the manager must give consideration to many other worthy, loyal and efficient employes who are just as important factors in the operation of the railroad as those in the train and engine service. His duty to the public requires that he shall do exact justice to all of his working forces and not permit those who, by collective bargaining, are impelled to continuously seek, preferentially and to the detriment of others, advantages beyond the proper correlation of all of the labor elements that enter into the working of the railroad. This is a problem in which the public itself is directly interested, not only so far as their sense of justice and fair play may be invoked to control affairs, in which they are perhaps not pecuniarily interested, but also to the extent they are responsible for the influence that industrial conditions in one line of activity may exert upon other industries, and the promotion of the general welfare.

The American people have, to an extreme, the virtue of fair play. Their inclination is to be liberal; to attend to their own affairs and to hold responsible those who control the different branches of our great industrial life in all of the minor things that enter into it. When this gets beyond the control of those directly responsible, the public must, and will, take cognizance of such conditions and exert its powerful influences to keep it within due bounds, and in co-relation to the conditions that surround other business activities. The coming wage movement is arousing such public interest and it is well that it is so, for the good of the nation. If the public is lethargetic and does not interest itself in these problems there is but one inevitable outcome—that the Government owner-

ship, which hardly anyone, no matter what his vocation may be, will concede is the solution of this problem. Government ownership is diametrically opposed to all of our American ideals and institutions—politically, it does not tend to insure domestic tranquillity, as it will certainly bring about centralized government and array classes against classes. It will not promote the general welfare, as it would necessarily restrict and circumscribe railroad activities.

The progressive achievement of our American railroads is the most marvelous industrial achievement in the world's history. The possibility of industrial accomplishment in all other branches of our national life have been phenomenal, by reason of the opportunities opened up by the builders of our railroads, until now our existing and prospective commercial supremacy is the envy of the world. The opportunities are now greater than ever before. We have just passed the 100,000,000 mark in our population; there will be an increase of more than 1 per cent annually, with opportunities for millions yet to come.

It is our duty as railroad men, no matter what our position may be, to lay aside our personalities when it comes to a question of duty to our nation; such sacrifice is insignificant as compared with those our forefathers have made to create it and prevent its dissolution, or as compared with the sacrifices that are elsewhere being made in less worthy causes. Our sense of patriotism must be aroused, lest great calamities befall us and we, ourselves, turn back in our progress. The human mind throughout the world is hysterical; let us keep a cool head and stamp out the embers of dissension that may arise out of industrial disputes, in such a way as to prevent animosities, which may easily lead to a conflagration. The public will not stand for arbitrary action on the part of either the railroads or the men; the stamp of disapproval has already been

set upon any unpatriotic or ill-considered action under the existing chaotic conditions. Wise men are coming to the front in our national affairs, and those who go contrary to the best interests of the whole country will be consumed in the wrath of public indignation.

It is not for the purpose of arousing public antipathy toward labor unions that I advocate intervention of the public in their controversies with employers. On the contrary, it is my firm belief that the fundamental motive of unionism should be the creation of an instrumentality by which arbitration of differences between employer and employe may be undertaken. Arbitration cannot be invoked in differences between the employer and each individual employe. Collectively, it puts them upon an equality with the employer, which is all that in justice can be asked. Public opinion should, therefore, see to it that this greatest function of unionism shall be exercised in preference to its power being used in an attempt to force concessions by creating a chaos out of which shall be taken the spoils of undue preferment, thereby inflicting injury upon others, as well as great economic loss upon the disinterested masses, leaving behind it the Napoleonic lust for combat, born of the concentration of too much power in the controlling heads of particular organizations.

Mr. Charles Nagel, in a public document, stated:

"...it is well to remember that... even labor organizations may fall victims to methods which they would have the public believe constitute the peculiar weaknesses of industrial oppressors."

There is only one partisan motto that American citizens can subscribe to—that of Stephen Decatur:

"Our Country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."

Letting Railroads Combine

By Blewett Lee

THAT railway development has reached a stage in this country where regulated monopoly is more advantageous than competition, was recently pointed out by Dr. Robert James McFall, in his work on "Railway Monopoly and Rate Regulation," just published by Columbia University. At page 219 he states the following conclusion:

"It has been pointed out that railway monopoly is not just a necessary evil to be tolerated lest we plunge into worse evils. Railway monopoly, in so far as this means combination of control and financial administration, is a positive social advantage beyond any results which might be hoped for under a system of competition, even though competition were practicable in this enterprise. Under a competitive system, which might be imagined with the destructive effects eliminated, owing to the necessary interrelation of the rates on all lines, the basis for the rates would have to cover the lesser ability and larger costs of many independent small lines. But under the combination which rules under the monopoly system, owing to the organic nature of the business and the mutual helpfulness of the business on the various parts of the systems, the basis for the rates on a large system which would include these weaker small lines would be the profitableness of the whole system considered as a single unit. The resulting rates would be considerably more moderate than if raised to make profitable the business on each weak side line considered by itself, as these were pushed independently into new territory. The fact of concentration under monopoly has meant a great saving, a saving which in the long run must work a great advantage to the in-

terest of the public as well as to that of the railways.

"The only reason to fear monopoly in this sphere of our economic life is that it may get so powerful as to be beyond the power of public control, or that we may not be able to work out principles and methods whereby we may keep this line of investment on a parity with other investments, having only its due share of the expansion and profits of the country's business. But the recent history of the question should quiet our fears as to the impossibility of maintaining the public control, provided we can work out the proper principles of procedure; and these principles are not impossible of attainment. We can regulate the monopolies."

The only way to explain the severe statutes which have been passed for the control of railroads in this country, is to suppose that at one time there was a very great animosity in the public mind against railroad companies, coupled with a fear of their power such as required extraordinary safeguards against their misbehavior. If this was at any time the state of the popular mind, the occasion for it has certainly passed away years ago. Not only the General Government, but the State Governments, have fully demonstrated their power to make the railroad companies eat out of their hands. The States have shown themselves abundantly able not only to put an end to any discriminations or excessive charges on the part of railroad companies, but to bring them to their knees by adverse legislation.

As a result of the former attitude of the mind of the American people toward railroad companies, we have inherited two sets of statutes for their

government; the first are the anti-trust laws both of Congress and of the States, which went to the greatest length, frequently imposing penalties of the most severe character, punishing any combination which has, or might have had, the effect of diminishing competition as between railroads. At the time these statutes were passed it must have been believed that competition between railroads was a good thing, and that the more of it there was the better; also that if the railroads were made to compete with one another, the public would be protected in the same way as in the case of other businesses. The expectation that competition, if it could be preserved, would be sufficient to protect the people from any objectionable behavior on the part of the railroads was doomed to disappointment for the reason that the makers of the anti-trust laws overlooked the fact that railroads are in their very nature monopolies. This is readily seen in the case of waystations, served only by one railroad, but even in the case of places where there are two or many railroads, the monopolistic features do not disappear, because almost always the location of the terminals of a railroad give it a peculiar advantage as to certain business; indeed, it is not at all infrequent that the oldest railroads in a city have pre-empted the situation by acquiring terminals which put every railroad coming afterward at a serious disadvantage, so far as competition is concerned.

Experience having shown that competition between railroads is insufficient to give to the public the benefits which they obtain in the case of competition in other industries where capital is free to enter or go out of the industry from time to time, and where conditions do not naturally create a monopoly, a new set of statutes were enacted, which undertook to protect the people against discrimination or excessive rates by the orders of regulating bodies, called in the different States, Railroad Commissions, or Public Utilities Commissions, and in the

case of the Nation, the Interstate Commerce Commission. One of the first steps of the new legislation was to create a pitiless publicity of all the charges of the different companies by having them published in tariffs to be filed with the Interstate Commerce Commission, in case of interstate rates, and with the State Commissions, in case of state rates. Usually these tariffs must be filed thirty days in advance of the time the rates go into effect. Whatever competition there was left, with the exception of the matter of facilities offered—a comparatively insignificant feature—was effectively put to an end by statutes which required that all rates be made public in advance, and punished severely any departure from published rates by the payment of rebates, or otherwise. The moment a tariff was filed reducing rates, all competing railroads had immediate access to it, and without delay placed their tariffs upon the same basis. Competition as to rates and charges was in this way absolutely destroyed, so that any hopes that might have been entertained for the preservation of competition after the anti-trust laws, were finally and completely blasted by the regulation acts. The working of the regulation acts has shown that an entirely adequate remedy has been found against the evils and abuses on the part of the railroads which sprung up under the previous system. As from time to time it has been found expedient, the various Commissions have been given whatever powers have been necessary to control completely the railroad situation. Of the State Commissions, the Wisconsin Commission has probably been the most successful, having enjoyed from the beginning a personnel of high-minded and skillful men, and having brought to its aid the best expert talent which it was able to procure. Regulation by the Interstate Commerce Commission has proved to be still more successful. Experience has shown that the National Government is much more competent to regulate railroads than any State, since the rail-

roads have become a National matter. Indeed, the greatest present prospect of improvement in railroad government lies in the direction of their being regulated as far as possible by the National Government, and being regulated by the State Governments only in those matters if there be any which, on account of their local character, cannot be dealt with to advantage by the National authorities.

Not only has experience shown that the relief sought by the people can be and is effectively obtained by Commission regulation, but it has been made plain that the old anti-trust laws today are not only without any useful purpose so far as the railroads are concerned, since their rates and practices have become regulated by the Commissions, but the anti-trust laws are a positive impediment to securing to the people cheap and effective service. For example, under these laws it is almost impossible for a railroad system to acquire new lines, since it can in almost every case be argued with more or less plausibility that there is to some extent, or might be, competition between the buying and selling roads. In the sense of offering facilities or service, it may almost be said that every railroad competes with every other. As a result, the country is full of little, broken-down railroads that will never be able to earn enough money to give good service, and which the strong lines, which could develop the properties and make them useful to the public, are forbidden to buy. Not only this, but the prohibition against pooling, contained in the earlier acts, does not secure to the public any cheaper rates, while it deprives them of convenient service. To illustrate, travelers have frequent occasion to notice that where there are three or four railroads between two cities, the trains practically always leave about the same hour. There will be, for example, four morning trains and four evening trains, with nothing in between. All of the railroads try to get the most advantageous hour, and no one is willing to take the less favorable time of day. In

this way the traveling public is deprived of the very obvious convenience of having trains depart at different hours from one city to another. If the railroads were allowed to pool their service and their earnings upon this particular traffic, under the supervision of the Interstate Commerce Commission, not only would no unnecessary trains be run, but trains could be run at whatever time the convenience of the public required, while the railroad companies would give better service and would save money in doing it.

The greatest advantage which can be derived under the present situation is to have the railroads of the country become parts of large systems which the Government can regulate as a whole. The greater the systems, the easier it is for the Government to regulate them, and the better the service which the railroads can give for the money. The Government finds that the thicker the grain, the easier it is mowed. Those who favor government ownership ought to be the first to favor the repealing of the obsolete statutes which impede the work of integrating the railroads of the country into the systems to which they naturally belong and simplifying the work of regulation by the Government by diminishing the number of railroads with which it has to deal. We now find ourselves in the condition in which the railroads are forbidden to grow and expand and develop the country, by the anti-trust laws, although the regulation laws have provided absolute security to the people against any abuses which might arise from the combination of railroads into convenient and solvent systems. Whether the reader of these lines believes in government ownership, or believes in government regulation of railroads, he ought without hesitation to lend his influence towards the work of destroying the obsolete statutes which impede the process of combining the railroads of the country into strong systems subject to government control.

Manifestly the combination of railroads should be entirely under the con-

trol of the Interstate Commerce Commission. If for any reason the acquisition of one railroad by another would be against public interest, the Government should be in position to say so, and immediately put its veto upon any program which might for any reason not be for the public weal. The safeguarding of the public from any possible evil should, however, be done by an investigation into the actual facts of the particular case, and not by a general forbidding of every combination, whether it would be for the public benefit or not. The statutes governing

the railroads in this country now consist—so to speak—of an old suit of clothes and a new suit of clothes. The old suit is outgrown, ragged and has turned out to be worthless; the new suit is entirely adequate and suitable. The railroads are compelled, however, to keep wearing both suits at the same time. It was bad enough to do this in the cold weather of hard times, but now that the country is beginning to feel the warmth of prosperity, it is time to discard the old suit of clothes and to enjoy the freedom and health of the new. —Chicago Examiner, March 19, 1916.

The Notorious Jumping Railroad of Calaveras County

(With Apologies to Mark Twain)

By Blewett Lee

THISH-YER Uncle Sam had steam boats and clipper ships and canals, and all them kind of things, till you couldn't rest, and you couldn't fetch nothing for him to bet on but he'd match you. He ketched a railroad one day, and took it home, and said he cal'lated to regulate it; and so he never done nothing for three months but set in his back yard and learn that railroad to jump. And you bet he *did* learn it, too. He'd give it a little punch behind, and the next minute you'd see that railroad whirling in the air like a doughnut—see it turn one summer-set, or maybe a couple, if it got a good start, and come down flat-footed and all right, like a cat. He got it up so in the matter of ketching shipments, and kep 'it in practice so constant, that it'd nail a shipment every time as fur as it could see it. Uncle Sam said all a railroad wanted was regulation, and it could do 'most anything—and I believe him. Why, I've seen him set Grand Pacific down here on this floor—Grand Pacific was the name of the railroad—and sing out, "Shipments,

Grandy, shipments!" and quicker'n you could wink it'd spring up and snake a shipment off'n the counter there, and flop down on the floor ag'in, as solid as a gob of mud, and fall to scratching the side of its head with its hind foot as indifferent as if it hadn't no idea it'd been doin' any more'n any property might do. You never seen a railroad so modest and straightforward as it was, for all it was so gifted. And when it come to fair and square jumping on a dead level, it could get over more ground at one straddle than any property of its breed you ever see. Jumping on a deal level was its strong suit, you understand; and when it came to that, Uncle Sam would ante up money on it as long as he had a red. Uncle Sam was monstrous proud of his railroad, and well he might be, for fellers that had traveled and had been everywhere all said it laid over any railroad ever *they* see.

Well, Uncle Sam kept the railroad in a little box like a court house, and he used to fetch it down town sometimes and lay for a bet. One day a

statesman—a stranger in the camp, he was—come acrost him with his box, and says:

"What might it be that you've got in the box?"

And Uncle Sam says, sorter indifferent like: "It might be a steam boat, or it might be a postoffice, maybe, but it ain't—it's just a railroad."

And the statesman took it, and looked at it careful, and turned it round this way and that, and says: "H'm—so 'tis. Well, what's *it* good for?"

"Well," Uncle Sam says, easy and careless, 'it's good enough for *one* thing, I should judge—it can out-jump any property in Calaveras county."

The statesman took the box again, and took another long, particular look, and gave it back to Uncle Sam and says, very deliberate, "Well," he says, "I don't see no p'int about that railroad that's any better'n any other property."

"Maybe you don't," Uncle Sam says. "Maybe you understand railroads and maybe you don't understand 'em; maybe you've had experience, and maybe you ain't only a amature, as it were. Anyways, I've got *my* opinion, and I'll resk an office that it can out-jump any property in Calaveras county."

And the statesman studied a minute, and then says, kinder sad like, "Well, I'm only a stranger here and I ain't got no railroad, but if I had a farm I'd bet you."

And then Uncle Sam says, "That's all right—that's all right—if you'll hold my box a minute, I'll go and get you a farm." And so the statesman took the box, and put up his bet along with Uncle Sam's, and set down to wait.

So he sat there a good while thinking and thinking to hisself, and then he got the railroad out and prized its mouth open and took a teaspoon and filled it full of enactments—filled it pretty near up to its chin—and set it

on the floor. Uncle Sam he went to the Public Lands and slopped around and finally he ketched a farm, and fetched it in and gave it to the statesman, and says:

"Now if you're ready, set him alongside of Grandy, with his forepaws just even with Grandy's, and I'll give the word." Then he says, "One—two—three—*git!* and him and the statesman touched up the railroad and the farm from behind, and the farm hopped off lively, but Grandy just give a heave, and hysted up its shoulders—so—like a Frenchman, but it warn't no use—it couldn't budge; it was planted as solid as a church, and it couldn't no more stir than if it was anchored out. Uncle Sam was a good deal surprised, and he was disgusted too, but he didn't have no idea what the matter was, of course.

The statesman took the office and started away; and when he was going out at the door, he sorter jerked his thumb over his shoulder—so—at Grandy, and says agin, very deliberate, "Well," he says, "I don't see no p'int about that railroad that's any better'n any other property."

Uncle Sam he stood scratching his head and looking down at Grandy a long time, and at last he says, "I do wonder what in the nation that railroad throw'd off for—I wonder if there arn't something the matter with it—it 'pears to look mighty baggy, somehow." And he ketched Grandy by the nap of the neck and hefted it, and says, "Why, blame my cats if it don't weigh five pound!" and turned it upside down and it belched out a double handful of state statutes, 45 acts of Congress, 187 orders of the Interstate Commerce Commission, 245 orders of State Commissions, and 147 municipal ordinances. And then Uncle Sam see how it was, and he was the maddest man—he set the railroad down and took out after that statesman, but he never ketched him.—Railway Age-Gazette.



What the

World thinks

RAILROAD REGULATION

Mr. Stuyvesant Fish Urges Full Exercise of Congressional Powers

To the Editor of the Sun.

Sir: The editorial article of March 5 on "Federal Charters for Railroads," the letter by "Civitas" therein referred to, his later letter published March 14, and the one signed "Lex" in The Sun of March 16 all favor the enactment by Congress of laws for the incorporation of railroads.

The Sun and its correspondents are right in believing that neither the railroads nor the people served by them can longer endure the economic waste arising from the regulation of our commercial highways, railroads, by the Federal Government, by some forty-odd state commissions and by municipalities.

But will the granting of Federal charters bring the regulation of railroads under one single control? Many strong railroad corporations enjoy invaluable rights under their state charters, such as perpetual succession, exemptions from or peculiar provisions in respect to taxation, powers to cross and divert waterways and highways, to condemn needed lands and to make by-laws for the conduct of their business. Such contractual rights directors cannot, in justice to their stockholders, relinquish. However attractive Federal charters may seem to bankrupt railroads in process of reorganization and to the promoters of new ones, it is not to be expected that the strong companies will avail of them. Especially is this true of those which, by paying dividends for

many years, have established in their present corporate names a credit known all over the world. The enactment of Federal laws for the incorporation of railroads will therefore tend to complicate further the situation by creating a new class of corporations, without getting wholly rid of the two existing classes created by individual states and by groups of states, respectively.

The Constitution of the United States as adopted in 1787 and now in force gives to Congress power "to regulate commerce with foreign nations, and among the several states, and with the Indian tribes."

The powers thus granted in respect to commerce with foreign nations and with the Indian tribes were availed of at once. The advent of steamboats was at an early date followed by legislation for the regulation of all of them, everywhere.

Congress, having in 1823 enacted "That all waters on which steamboats regularly pass from port to port shall be considered and established as post roads" (Statutes at Large, III, p. 767, being Sec. 3 of Ch. 33), in 1838 further enacted "That each and every railroad within the limits of the United States which now is or hereafter may be made and completed, shall be a post route." (Statutes at Large, V, p. 283, being Sec. 2 of Ch. 172.) There were then few if any railroads crossing state boundaries. In the whole country there were but 1,843 miles of railroad.

At that time, July 7, 1838, President Van Buren also approved another act

for the better security of passengers on steamboats. (Statutes at Large, V, p. 304, being Ch. 191.) This required "all owners of steamboats," without exception, to take out a new license thereunder and made it unlawful to transport goods or passengers without such license. That act called for the periodic inspection of boilers, machinery and hulls; required the employment of a competent number of skilled engineers; that the safety valve shall be opened whenever a vessel is stopped. that every steamboat running between sunset and sunrise shall carry signal lights visible to other boats; that every person employed on board any steamboat by whose misconduct, negligence or inattention to duty the life of any person on board may be destroyed shall be guilty of manslaughter and on conviction sentenced to confinement at hard labor for not more than ten years; that in all suits against owners of steamboats for injuries arising to person or property from the bursting of the boiler, or the collapse of a flue, or other injurious escape of steam, the fact of such bursting, collapse or injurious escape of steam shall be taken as full prima facie evidence, sufficient to charge the defendant, or those in his employ, with negligence.

In 1852 an exception was made as to steam ferry boats and canal boats. But at present, and since at least 1871, all vessels and boats propelled in whole or in part by steam, navigating any waters "which are common highways of commerce," are under Federal regulation, with the single exception of canal boats. (Revised Statutes, Title III, Ch. 1, Sec. 4399, 4400.)

Although most of our great railroad systems, substantially as they exist today, had been organized under state laws long before 1887, it was not until then that Congress began to legislate concerning their regulation, and in so doing it has as yet availed of but a part of its constitutional powers over them. The initial paragraph of that which has come to be called the interstate commerce law, but is entitled "An Act to Regulate Commerce," approved February 4, 1887, lim-

its the application of the law, in so far as it relates to "commerce among the several states," to common carriers engaged in transportation "from one state or territory of the United States, or the District of Columbia, to any other state or territory of the United States, or the District of Columbia," and ends as follows:

"Provided, however, that the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage or handling of property, wholly within one state, and not shipped to or from a foreign country from or to any state or territory as aforesaid."

Had that law been made to apply, without limit, to all carriers by rail engaged in "commerce among the several states," such commerce would long before this have been freed of conflicting Federal, state and municipal regulations.

The time has now come when Congress must either avail of its power to regulate commerce by rail in its entirety, that is, wherever such commerce exists and in respect to whatever it consists of, "among the several states," or confess failure and abandon the attempts thus far made to regulate only so much thereof as passes from one state to another. Neither the railroad corporations, nor the merchants engaged in commerce, nor the ultimate consumers, who finally pay the cost, can longer endure the uneconomic chaos in which the actions of forty-eight mutually jealous states have involved and are further involving such commerce.

As long ago as in the Mississippi Railroad Commission cases (Stone vs. Farmers Loan and Trust Co., et cetra, 116 U. S.), heard by the Supreme Court in 1885 and decided in January, 1886, the late James Fentress argued on behalf of the Illinois Central Railroad Company for the all embracing nature of the power of Congress over commerce by railroad. I have been unable to find a copy of his brief, but well remember that among other things it showed that the word "among" means "in the midst

of," that it cannot be applied to two, but only to large numbers, while "between" must of necessity refer solely to two; and further that the use in the commerce clause of the words "the several" to qualify "states" absolutely precludes such a narrow meaning as that the power of Congress is limited to the regulation of commerce between two states or two groups of states. The cases last above referred to involved other issues and the court did not see fit to rule on the particular point thus raised by Judge Fentress. The court did, however, say, "Nothing can be done by the government of Mississippi which will operate as a burden on the interstate business of the company."

I am not unmindful of the fact that decisions of the Supreme Court have been cited to show that Congress has no power over railroads in respect to such of their business as has both origin and destination in the same state, but let me ask: How far have those citations become available to that end by reason of the non-action of Congress from the inception of railroads in 1830 down to 1887, and by its then exercising but a part of its power to regulate railroads? I have always believed and often publicly said that when Congress shall legislate in respect to railroads in the precise language of its constitutional power to regulate "commerce among the several states," without making any exception, the court will sustain the constitutionality of the act.

The evils under which our whole people suffer are commercial and national, and their removal calls for the exercise

by Congress in respect to railroads of all its powers over commerce. Except in the matter of rates charged, Congress has for eighty years most minutely regulated all steam carriers by water. It is high time that it should regulate all carriers by rail, and do it everywhere, "among the several states."

Stuyvesant Fish.

New York, March 22.

—The Sun, New York, Thursday, March 23, 1916.

TRACK AND TRAIN

OVER a quarter of a million dollars was spent by the Illinois Central in Waterloo for material and labor on improvements during 1915. More than double this sum the railroad intends to expend this year. Enlargements of the big machine shops, the installation of additional machinery and a general enlargement of terminal facilities are projected.

The round house was enlarged and six additional stalls built to house the mammoth freight and passenger locomotives now used in the service on the Minnesota and Iowa divisions. Cinder and inspection pits, a new washing system, new car sheds, sidings and a host of minor improvements were made.

The Illinois Central, with 1,555 men, is the largest single employer in Waterloo. The payroll for 1915, \$1,354,968.12. This is the greatest amount ever paid out by this railroad or any other concern here in twelve months and is responsible for much of the prosperity of the retail trade.—Fort Dodge, Iowa, Messenger, Feb. 21, 1916.

Comments of Various News Papers Upon Circular Issued by the General Manager

UNDER recent date, the Illinois Central Railroad Company and the Y. & M. V. R. R. Company issued a pamphlet form appeal to their conductors, calling attention to the frequency of lawsuits brought against

these companies for alleged delinquencies for which they have been held responsible through the act of their conductors, and urging that they exercise all possible caution, tact, and care in the proper handling of passengers, and

in this way avoiding unnecessary litigation.

The appeal is issued by General Manager T. J. Foley, from the head Chicago office, and is very interesting. Manager Foley, while insisting that a large number of such cases are either fictitious or do not possess sufficient merit upon which to justify a jury in returning a verdict against the companies, shows that the juries generally sympathize with the individual bringing the suit, and naturally lean in that direction, and declares that this situation is of serious import, the costs of such suits being enormous outside of the question of verdicts being rendered against the companies.

The analysis of the suits brought in this connection shows that a very large per centum of them are based on alleged assaults, discourtesy and wrongful ejectment. It shows to what extent the reputation of the railroad is in their keeping, and of their conductors. The conductors of the railroads are frequently confronted with situations calculated to overtax the patience of an ordinary man, and they are often called upon to lay aside all personal feelings and to realize that they are called upon to exercise patience and discretion beyond the ordinary.

The pamphlet sets forth a long list of appended cases conveying a general idea of this general situation, and while it is contended that all of the conductors were not guilty as charged in the lawsuits, and only in very few instances, Manager Foley, speaking for the Company, shows that while the Company does not object to defending a conductor and their other trainmen when they are in the right, that they cannot defend him when he is in the wrong; and therefore he urges the incumbency upon these trainmen to cultivate the arts of courtesy, tactfulness and diplomacy, and that the exercises of good judgment will controvert fraudulent designs and that diplomacy will out-general those who may be seeking to lay foundation to mulct the Company.

The cases appended to the pamphlet total one hundred, and represent the staggering sum of \$452,933.50, and eighty-four of such suits were filed in Mississippi. This timely appeal to their trainmen will not only result in a better effort on their part to improve their service to their companies, but will have a resultant effect of good on the part of the public, who should also try and give the same consideration to the Companies and their trainmen, as they expect of them.—The Greenwood (Miss.) Commonwealth, February 25, 1916.

THE following, clipped from the Itta Bena Times, is a sad commentary upon the juries made up of the people of Mississippi, and, if true, which cannot be doubted, since the statistics were gleaned from the court records of seven states (Mississippi Tennessee, Louisiana, Kentucky, Iowa, Missouri and Illinois) out of a filing of 100 damage suits in the above states, 84 were filed in Mississippi.

There must be some reason for this, and that reason appears obviously as an unrestrained prejudice that exists un-governed by too many citizens of our state against corporations.

It is a cold fact that the line of railroads operated by the above company is under the same management in its ramifications of all the above states, which assuredly would result in a uniform service, irrespective of the state lines.

Then, if the conditions are as appear from these records, it would seem that a system of education should be launched by the fair-minded people of the state to disabuse the popular mind and give the corporations as fair a showing before the courts as is accorded private individuals. We have read the instructions recently sent out by the I. C. R. R. Co. to its passenger conductors and employes, enjoining them to be extremely forbearing in their treatment of and deportment towards the public, so as to take extraordinary precaution against subjecting the railroad to the

popular prejudice which many people hold against corporations.

The Itta Bena Times says: "A recent statement shows that 84 out of 100 damage suits lately brought against the entire system of Y. & M. V. and I. C. railways, in more than a dozen states, were brought in Mississippi. Many of our people refuse all offers of justice from the claim agents and appeal to the courts for huge damages for cold feet, thoroughbred stock (they lose no other kind), bull pups, or any old thing. The healing balm of a railway check is supposed to be luckier than the proverbial rabbit's foot in Mississippi. The magic of these checks is such that some time since a man who had been made a cripple for life by a villainous railroad, on receipt of one of these magical checks for \$10,000 at Clarksdale, immediately threw away his crutch and 'took up his bed' and walked. The raising of Lazarus wasn't a circumstance to the resurrecting power of a railway damage check in our state."—Aberdeen Weekly, Aberdeen, Miss., March 10, 1916.

MR. T. J. FOLEY, general manager of the I. C. and Y. & M. V. Railroads, has issued a circular to the conductors and other employes of the transportation department calling attention to the number of lawsuits due to controversies with the employes. In the course of the circular he cautions his men to be diplomatic and patient in dealing with the traveling public.

Of 100 suits filed we regret to note 84 of them were brought in Mississippi. Tennessee comes next with only 5 suits. This is an astonishing record to us, as we know the men of this particular division that the circular was addressed to, intimately, and we can not help but believe the suits are of a frivolous nature, and in many instances due to spite, as

we know the conductors on the Louisiana division are as courteous and polite a set of men as can be found in any profession or vocation.

We believe that a majority of these suits were filed merely for the purpose of a hold-up of the company with no hopes whatever of getting any big amount of money but just a little pocket change. This is absolutely wrong if the suits were filed with that intention or if they were based on worthless grounds, as they cost the company considerable money in the way of attorney and court fees.

The more the company is compelled to pay out for frivolous lawsuits in our state the less favors will be extended to our people and to the employes. To file a suit against the company on frivolous grounds is a detriment and should be checked in some way.—The McComb City (Miss.) Journal, February 24, 1916.

THE Illinois Central R. R. has issued a circular directed to passenger conductors and signed by T. J. Foley, General Manager, admonishing care in handling the public to prevent damage suits. Mr. Foley gives a list of 100 suits filed against his companies, the I. C. and the Y. & M. V., in seven states, and 84 of the hundred were filed in Mississippi. Two of these suits were filed in Jefferson County, one in 1912, and one in 1911, and both were by non-residents. The railroads are our biggest tax payers and the greatest agency in our commercial and agricultural development, and the people of our country are appreciative; hence damage suits based on flimsy pretexts do not bear fruit in our courts. Besides, fortunately, our bar is free from demagogic, corporation-baiting malpractitioners.—The Fayette (Miss.) Chronicle, February 18, 1916.



OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau, Date.....
Local Treasurer,
Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....
Employed as.....
..... At Station.....



Development of the Louisiana Strawberry Industry

By W. E. Beckner, Assistant to Vice-President and General Manager,
American Express Company

STRAWBERRIES in March! There is nothing in this statement to warrant comment or excite even the slightest surprise to the average Northern consumer of today, but does not your recollection run back to the days of the luscious short-cake "mother used to make," and do you not realize that it was late in June or possibly early in July before the home-grown berry came to grace your table or appease your boyish appetite? Yet this same delicious fruit—of which it has been said that "possibly God *could* have made a better berry but he never *did*"—reaches the Northern cities before the frost is fairly out of the ground and even in some localities before the snows of winter have disappeared. In the days of which we speak, an occasional shipment of a few boxes in a store window during the early spring months attracted unusual attention, but the berries were regarded more as a delicacy which only the epicure could afford. With the development of the carrying industry however, the gratification afforded the epicure has been imparted to those in the more humble walks of life, until now the average mechanic or wage-earner of the Northern city or town may procure this first of the season's fruits at an expense practically no greater than that of the home-grown commodity.

The strawberry is a native of both North and South America, as well as Europe, but the cultivated berry of this country has been traced to plants brought to Europe from Chile about two hundred years ago, and is the result of persistent crossing of different varieties until it may be said that our present commercial berry is distinctively an American product. The famous Klondike berry was originated at Independ-

ence, La., as a result of a series of experiments, and has since become well known throughout the United States and Canada. In spite of repeated efforts, its equal has not been produced and the Klondike continues to be grown almost exclusively in Louisiana.

The strawberry plant is adapted to a wide range of locality and to greater extremes in environment than any other cultivated fruit, and can withstand considerable in the way of adverse weather conditions, such as drouth, frost and excessive rains. It frequently happens—sometimes several times each season—that the crop will receive a setback from one or more of these causes; but nevertheless the little plants prove their rigor by producing an immense output. While strawberries are grown in nearly all types of soil, a sandy loam is conducive to best results. In the South, a warm, quick soil, although otherwise poor, is preferable to a heavy soil. An important consideration in the growing of strawberries for the Northern markets is the selection of a location where the climatic and soil conditions are favorable to the early ripening of the fruit, so that there may be little competition with sections further North.

It was found years ago that the climate and soil of the pine belt of Louisiana were particularly adapted to the raising of strawberries, and if we are reliably informed it was about 1886 that several planters at Independence, were supplied with plants for the purpose of encouraging the growth of these berries for market. Starting therefore in a small way some thirty years ago, strawberry growing in Tangipahoa Parish was carried on for a considerable time without any great interest on the part of the growers, as it was considered only

of minor importance, although a helpful product in bringing in a little money when most needed—in the early spring. The berries were not produced in sufficient quantities to ship in carload lots but were sent to the then very limited markets in ordinary express cars. The proceeds coming in so opportunely, however, were an incentive for increased acreage, until finally there came into being the strawberry farm.

Considerable difficulty was experienced at the start in getting the berries on the market in a saleable condition, for which reason the shipments were almost wholly confined to near-by points. From their nature, strawberries must of necessity be marketed quickly and in the course of transportation handled very carefully, as once the tender skin is broken the berries bleed, and a few crushed berries in a crate will practically ruin the sale of the remainder. Someone finally conceived the idea of shipping berries under ice in pony refrigerators, which were simply large boxes, equipped with trays in which the berries were placed, and so constructed that the ice and water did not come in contact with the fruit. The pony refrigerators served for a time for shipments to hotels and restaurants, and in fact to commission houses. In this manner the growers were able to ship to the larger cities of the North and get the berries to destination in fairly good condition.

Little however had been accomplished in the development of the strawberry industry up to the time the American Express Company extended its service over the Southern Lines of the Illinois Central Railroad in 1893, and there was scarcely sufficient of the business to warrant special attention. For several years there was a steady, although small, increase in the traffic. In their efforts to augment the business of the line in every way possible, the officials of the Express Company saw that the strawberry and vegetable business from Louisiana and other Southern points was a class of traffic that, with careful handling, was susceptible of being increased to enormous proportions. With that idea in

view special attention was given this traffic, and the credit for its early development and the popularity of American Express service in the strawberry districts of the Illinois Central is largely due to the personal efforts and pioneer work of Mr. G. C. Taylor, now President of the Company at New York, and to Mr. F. D. Adams, formerly Gen'l Sup't at St. Louis, now deceased, and later to Mr. C. D. Summy, Manager, St. Louis, and Mr. E. K. Stone, Sup't. Memphis.

Up to this time practically none of the berry shipments had gone beyond the lines of the Illinois Central Road, by far the greater portion of those destined to the Northern markets going to Chicago or St. Louis in less than carload lots—that being long before the day when growers' associations had been formed. One of the first steps toward the development of this business was the furnishing of refrigerator cars, ten of which were provided by the Merchants' Despatch Transportation Co. in 1896, the first we believe ever constructed with a view of their movement by passenger train service, and which proved that "express service" meant then, as it does today, special attention with quick and satisfactory delivery.

Some of these refrigerator cars were in compartment form—that is to say, there were partitions separating each end from the center of the car. As a matter of fact, the center itself had no refrigerating possibilities, being used solely as an avenue for loading and unloading the contents. Needless to add that these cars were all of wooden construction, containing none of the modern improvements, and while they answered the purpose as an experiment and satisfactorily filled the limited requirements at that time, they would be considered entirely obsolete in comparison with the cars now in use. Since the year they were first introduced for the movement of berry shipments by express on the Illinois Central Lines, refrigerator cars have steadily grown in number and modern efficiency. By 1903 the number of such cars in service had increased to



STREET SCENES BUSINESS SECTION, INDEPENDENCE, LA.

sixty, and to their use is attributed the remarkable growth of the business they were designed to carry.

At that time, such producing points as Ponchatoula, Hammond, Amite and Independence, were comparatively insignificant points, but with each succeeding strawberry crop these places have grown to be thriving and prosperous communities; in fact, the strawberry crop is now the mainstay of not only these but other producing points in that section; box factories have sprung up as a result of the industry; work is given a large number of pickers and others, and the best feature is that the revenue produced comes from outside sources and remains at home.

One by one strawberry farms were added, and additional labor became necessary to take care of the crop. Italians were introduced as good, cheap laborers and tenants. They lived economically and did well. Their services were highly satisfactory to their employers and landlords. As the berry industry grew, so also did the Italian population. They spread through the Parish and soon became land-owners themselves, growing strawberries exclusively. Endowed by nature with the necessary energy and qualifications, the Italians soon took an important place in the growth of the strawberry industry.

Special representatives of the Express Company were detailed to give their exclusive attention to the proper handling of the business, to insure the berries reaching market in good condition, and to render any assistance possible to the growers in finding new markets. While for the first few years Chicago was able to take care of the strawberry crop from Louisiana, the time came when it was apparent that if other markets were not opened to the growers with their increased acreage, they would not be able to obtain sufficient returns to warrant the expansion of the industry. It was at this stage that the Express Company was able to use, for the growers' benefit, its vast organization throughout the United States, and as a result of special

efforts new markets were opened at many of the larger cities of the North and East, which never before had been served from this portion of the country. The opening of these markets resulted in the practice of the larger commission houses throughout the United States sending personal representatives to the strawberry district, so that they might secure a share of the yield; in fact each year adds new cities to which strawberries are shipped in carload lots, until it no longer excites any interest to receive an order for a carload of berries from points as far West as Seattle, Wash., as far East as Bangor, Me., or as far North as Regina, Sask.

The growers at first made their shipments almost wholly on consignment, that is, to be sold at destination and the proceeds remitted to the grower, after deducting the transportation charge, but as their number increased associations were organized for mutual benefit. These associations have done wonders in perfecting the shipping. Inspectors are maintained who inspect the quality of the fruit before a grower's berries are accepted, and if picked too green, or in other ways it does not come up to requirements, the fruit is rejected. Standard crates and boxes are specified, insuring full measure to the consumer. The plants are mulched with pine tops and no sand will be found in eating a Louisiana berry. With the perfected packing of good fruit only, the Louisiana product always brings a higher price than any other berry on the market.

In 1909 an association at one of the principal shipping points took the initiative in introducing an innovation known as the "selling deal," by which the berries are sold f. o. b. cars at shipping point. The association sent out advertising matter and circulars in advance of the shipping season, calling attention of the trade throughout the United States and Canada to the new system, and inviting their presence and co-operation. The plan was a decided success from the start, and the selling deal has since been adopted by all asso-

ciations in the berry district. The commission merchants or their representatives are now on hand every season, and without them the berry industry in Louisiana would be much less prosperous. They have contributed greatly to its success, and while not always making much of a profit themselves it is seldom they complain of the market price in the berry district.

After the cars are loaded, if not sold outright, they are started rolling by the associations, consigned to themselves at Chicago or other points. During the first twenty-four hours the sales are effected, and the cars diverted to various destinations. These diversions are usually made by telegraph to a representative of the Express Company at Carbondale, who re-bills the cars and tags them to the changed destinations.

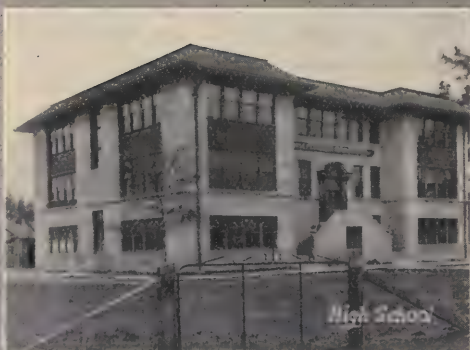
In 1911 there were eighty-four refrigerator cars used in handling this traffic from the south; the following year 129, and in 1913 the number had increased to 157. The next year the Illinois Central built and placed in service 150 refrigerator cars of the latest improved type, equipped for passenger train service, which—added to the number of outside refrigerators—made a total of 231 used in handling the traffic. In 1915 the railroad company built an additional 100 refrigerator cars which, with those already in service and under leave, brought the total up to 336 cars. In the last ten years the number of carload shipments of berries handled by express in refrigerator cars from the Southern Lines of the Illinois Central has increased from 171 to 1,089. The gross weight of these carload shipments last year was over 15,000,000 pounds, netting to the growers between \$2,000,000 and \$3,000,000, and instead of being confined to one market, as was the case for so many years, the product was distributed to eighty-seven different cities located in twenty-nine states and in each of the Canadian Provinces.

This extensive distribution was made possible only through the active co-operation of the local representatives of the Express Company from coast to

coast, acting as a widely scattered soliciting force in the development of this wonderful industry, and is a concrete example of what can be accomplished by an efficient organization. Also by this wide distribution of its product, the southern grower received the very highest returns for his labor and, in the development of the business, instead of its movement being confined to regularly scheduled passenger trains, as was formerly the case, it is now necessarily given special movement, a day's loading reaching in one instance fifty-five cars, which were handled in three special trains. It is also frequently necessary to run cars special from Carbondale to St. Louis, and for the last three years the eastern business has been so heavy that special trains have been operated as far east as Buffalo.

The refrigerator cars used in handling the strawberry shipments are iced at McComb, Miss., where there is a large and modern icing plant. The initial icing is done at night, after which the cars are closed and taken by special train early in the morning for distribution to the loading points, such as Amite, Independence, Tickfaw, Hammond, Ponchatoula and others. The district is a small, compact one, scarcely thirty miles in length, but a veritable beehive during the shipping season.

Picking commences early in the morning, as soon as the dew is off the plants, and after the berries are placed in boxes and the latter in crates, usually of twenty-four pint capacity, they are hauled to the cars which, having been iced the night before, provide a cool place in which to load the berries from the extreme heat in the open. The crates are carefully handled by experienced carloaders, placed in tiers, properly spaced, so as to permit of a good circulation of air around them. Each layer of crates is separated from the one below by pine strips about an inch in thickness, and when each end of the car has been loaded, gates are put up and thoroughly braced, so that after a car is stripped and braced, not a case can move until the car reaches destination.



Residences, Independence La.



The express special leaves Ponchartroula about 4:00 P. M. daily, picking up the filled cars at the loading stations. Scattering shipments of small lots are placed in way cars en route so that practically all the fruit is now shipped under refrigeration. After the last loading point is reached, the train is run to McComb without stop, and there every car is re-iced to its full capacity. The ice bunker hatches are allowed to remain open until well along in the night; to permit the field heat of the berries to escape and insure proper refrigeration. Special messengers accompanying the trains go over the tops of the cars closing the bunkers before morning. The next re-icing is at Jackson, Tenn., about eight o'clock in the morning. Each bunker of every car is filled with crushed ice, and a record is kept at every icing station of the amount of ice placed in each car. By the time the cars get to Jackson, Tenn., they have become thoroughly cooled, and thereafter the consumption of ice is much less through to destination, no further re-icing being necessary until the cars reach Chicago or other equally distant points.

Independence has had and still maintains the largest output of strawberries, but Hammond is the rendezvous of the buyers and solicitors. It is convenient to the whole district on account of its central location and affords splendid hotel facilities—the Oaks Hotel being one of the most commodious in the South, with beautiful grounds and surroundings, and Colonel Robinson, the landlord, has a reputation for hospitality well known throughout the North. The train service is all that could be asked in reaching the neighboring towns and for occasional sight-seeing trips to New Orleans.

While the Louisiana strawberry field is the greatest, berries are shipped in large quantities from Madison, Ridgeland and Durant, Miss., also from Sharon, Greenfield, Medina, Curve, Ripley and other points in Tennessee. During the last three years the Tennessee shipping has grown so that special trains have been necessary, the method of

handling being practically the same as in the Louisiana district. After the Tennessee crop comes that of Illinois, from points between Mounds and Carbondale and between Centralia and Mattoon, so that there is a constant movement of strawberries beginning the fore part of March from Louisiana to June 15th from Illinois.

Naturally with the traffic increasing in such proportions, it has been necessary for the express company to add to its facilities annually in order to keep up with the demand for express service, which is becoming more popular each year. This popularity is the result of the careful, painstaking manner in which the company has endeavored to handle the business and protect the interests of the growers. The long years of personal contact with the growers and buyers has proved to them that the company's officials are constantly endeavoring to find ways and means of insuring their shipments of strawberries arriving at destination in first class condition. As an example, it is only necessary to mention the precaution taken in providing a personal representative at each icing station to see that the cars are properly iced at the start, and re-iced to full capacity at all icing stations en route. In selecting men to look after the handling of the strawberry crop, only the most careful and efficient employes are selected; men who have initiative and understand thoroughly the careful attention necessary.

This occasion should be taken to say that the officials of the Illinois Central Railroad Company, not only on the ground, but those in executive positions, have been a most important factor in contributing to the popularity of the movement by express of carload shipments of berries, and in selection of some of their best crews for the handling of the special trains. This has been a decided assistance, as the men so selected by the officials of the railroad company are alive to the fact that strawberries in carloads must be handled in the same careful manner that they would handle a passenger train. In this



ILLINOIS CENTRAL STATION AND GROUNDS, INDEPENDENCE, LA.

connection also, nearly all of the berries are handled at originating points by men who are in the joint railroad and express service, all of whom—through their close association with the growers—have rendered the best of service.

What the strawberry industry of Louisiana will be in ten years from now, or even in five years, we dare not venture a prediction. Basing our figures on the past five or ten years would bring forth some startling results. The rapid increase in acreage and high price of berry farms answers the question as to whether or not the industry pays. From a few growers located close to the railroad stations the district has spread out several miles, and it is estimated there

are over fifteen thousand acres of berries under cultivation in Tangipahoa Parish. For a Northern young man, or for that matter any person, either with or without a family, desiring to locate in the South, the growing of strawberries offers a good opportunity on a small amount of capital. A five, or not more than ten, acre piece of land, if properly cared for, will bring in a surprising amount of ready cash the first year. The Italian growers, locating in the Louisiana berry district, without other capital than their strong arms and industriousness, frequently pay for their farms and implements the second year. Several have been known to do it with their first year's crop.



Hammond, La.

The Land of Strawberries and Cream

HAMMOND, the chief commercial city of Tangipahoa Parish, is located within 90 minutes ride of New Orleans, the South's greatest metropolis. It has a population of 5,000 and needs no prophet's vision to see that with the resources at the command of this efficient population, Hammond will go on until it reaches the dominant commercial position of not only the Florida Parishes, but of all that section east of Baton Rouge (the State Capitol) even crossing the state line into Mississippi. This is the place to which her citizens aspire and confidently look.

Hammond was but a straggling village until the year 1884, when the great Cotton Exposition at New Orleans afforded the Illinois Central Railroad Company the opportunity it had been looking for to attract attention and bring settlers to this section, and right well has it succeeded, for today Hammond is one of the most modern cities in the South, based on population.

Hammond is situated at just the proper altitude above sea level to make the temperature agreeable, both winter and summer. Records of the Weather Bureau show that extreme cold weather is unusual, and the slightest fall of snow is regarded as an unusual event, the temperature seldom falling below the freezing point. January is the coldest month, the average temperature being 50 degrees. There are rarely any frosts before November, nor after February. With the balmy gulf breezes constantly blowing the heat of the summer is pleasantly tempered. July is the month in which is recorded the highest temperature, and the average for this is 83.4 degrees.

Schools and Churches.

Churches of almost every denomination are scattered about the city, making it possible for its citizens to worship as they choose.

Our public schools compare favorably with that of any other city of larger population. We have one of the finest High Schools in the Parish, and not only in the matter of buildings are the public schools of Hammond well supplied—the schools themselves are of the best type of primary educational institutions, with approved courses of study, well maintained, and carrying their pupils thoroughly to the point at which they are prepared to enter, either university or business life.

As a place of residence, this city presents many attractive features, being pervaded by a spirit of hospitality that is most generous in its acceptance of strangers, welcoming them into the social life of the community and making them feel at home. Our fame as a winter resort has reached every state in the Union, and every winter finds northern people here, who prefer the splendid artesian water and delightful climatic conditions, to the more fashionable resorts of Florida and California.

It has also become quite popular for people of Illinois, Iowa, Missouri, Minnesota, Wisconsin, and the Dakotas to spend two or three months of the winter here, doing light housekeeping, or boarding at some of the many boarding houses. To the tourist, business man or visitor who sojourns in Hammond, it will have been pleasant and profitable if he has enjoyed the comfort and luxuries afforded at the Oaks Hotel, probably the greatest attraction of all the many attractions that Hammond has to offer.

The city is governed by a commission of three men, and while the plan is of comparatively recent adoption, it has so far worked well, and the municipal affairs are considered to be in a satisfactory condition.

Hammond today has many of the modern public utilities of the times. Few



High School



BUSINESS SECTION HAMMOND, LA.

cities with our population can point to a 24-hour electric service. Our water supply comes from an artesian well, 2,006 feet deep, with a flow of more than 600 gallons a minute, and is the purest water on earth. The Illinois Central Railroad dining cars and hotel dining rooms use the water from the noted geyser well which has a depth of 2,100 feet.

The pumping station is owned by the city and is equipped with the latest build of pumps, with power capacity to maintain a fire fighting pressure over the entire territory covered by the city water water mains, therefore we have a water-works, and system of mains therefrom, that is modern in every respect, and which ranks with any installed in any city in the country of its size, and even with many cities of much larger population.

We also have a paid fire department, that consists of a modern motor fire truck, and a motor hook and ladder truck, and the department consists of a chief, assistant chief and six men all paid, and a corps of 40 volunteers.

The first shovelful of dirt taken from the streets of Hammond on Tuesday, October 26, 1915, marked the beginning of the modern sanitary sewerage system, and has progressed to a point where, in the next four months, same will be completed. The contract also calls for the building of an incinerator for the purpose of burning the garbage of the city.

A model state highway passes along Thomas street, the principal street in town, and runs from the east to the west end of the Parish line. This road ranks with any in the country. The city commissioners have begun the graveling of other streets since the completion of the model highway, and there is no doubt but that all our streets will be gravelled within the next two years.

We have a first class ice plant and modern bottling plant which turns out soft drinks of all varieties.

The Coca-Cola Company operates an up-to-date bottling plant for the drink that refreshes and exhilarates.

The headquarters of the Natalbany Lumber Co. is in Hammond, and their

payroll represents an outlay of \$50,000 per month.

There is a shoe factory that manufactures shoes of all kinds, that has not been idle in 20 years.

We have two box and veneer factories, that manufacture strawberry boxes and crates, also hampers and baskets.

We have a modern brick factory that manufactures millions of the best brick on earth.

We have a modern sanitary ice cream factory, began last year, and is working to capacity at present and the season just opening.

We have up-to-the-minute dry goods, grocery, furniture, drug and jewelry stores, two bakeries, two machine shops, restaurants, and all other kinds of business houses that are generally found in a progressive city.

Hammond has one daily, and two weekly newspapers, all equipped with modern machinery, operated with electricity.

The Hammond Chamber of Commerce is one of the most active bodies, and is composed of men who are so thoroughly imbued with the spirit of progress for their city, that they enthruse the visiting stranger, and none can pass many days among them without being impressed with the belief that this is to be one of the important agricultural sections of the South. The members of the Chamber of Commerce not only keep an eye open for the commercial welfare of the city, but pay close attention also to its civic betterment, believing that the one must largely supplement the other, if their municipality is to be truly great.

Hammond has also a retail merchants' Credit Association, composed of the merchants and professional men of the city, which has since its organization, some three months ago, created a better understanding and a more friendly feeling between competitors, also binding the farmer and laborer closer together with the merchant.

It is generally admitted that there is implanted in the human breast a natural inclination toward the possession of some permanent abiding place—some

spot called "Home and Fireside." The love of mankind for that particular spot called home is indeed remarkable. It is the love of home of the sturdy Swiss, in their cabins clinging to the sides of the snow clad Alps that has made Switzerland a democracy. We in this city claim Louisiana, and especially Tangipahoa Parish, to be the fairest of lands, yet each has a warm spot in his heart for the special locality he called home.

other streets and avenues, as well as with Cypress, and pine forests, lake, river and canal, and have found many beautiful landscapes worthy to be transferred to canvas by the greatest of painters.

The products of Hammond are greatly diversified; in fact the success of Hammond and vicinity as a truck, fruit growing and farming locality, rests upon the diversity of crops. First, as a



Be this as it may, and wonder as we will at the love of some for their rugged native land, yet strange indeed would it be, if the people of Hammond did not love and admire it and its beautiful picturesque environments. The natural scenery in and surrounding Hammond in every direction has won the admiration of tourists, while artists have gone into raptures, over the superb avenues of trees which are found on Magnolia, Oak, Thomas, Charles, Robert, Church and

money producer, is the strawberry (that is being harvested now) which is a success as grown for market, the soil being particularly adapted to the early maturity and rich flavor of this luscious fruit. Plants set in October, November or December produce fruit in March, April and May, that yield returns varying from \$250. to \$500 per acre, and in exceptionally good conditions going much higher.

The shipments of strawberries from

the great strawberry belt in Tangipahoa parish totaled over \$2,000,000 last season, Hammond having shipped a little more than \$500,000, and we look for an increase over this amount this season, the United States reports stating that the crop will be about 25 per cent better than last season. These berries were distributed as far west as Seattle, up into British Columbia, and there was one export shipment to London.

Brokers from all parts of the country assemble here to buy the berries as soon as they are marketed. The same buyers come year after year, and with the growth of the industry, their numbers increase. Berries have brought as high as \$6.20 a crate of 24 pints in the beginning of the season. So far this season, that began on March 18th (the season is earlier this year) we have shipped from Hammond over 5,700 cases, and were distributed as follows: One car on March 18th to Indianapolis, one car on March 20th to Sioux Falls, S. D., one car on March 21st to Lincoln, Neb., all through the American Express Co.

The shipments having increased year by year, the American Express Co. has had to increase the number of cars, and have added for this season 150 of the latest type refrigerator cars, to be able to handle this season's crop. They run special fruit trains from Ponchatoula, in the lower end of the Parish, shipments being picked up at all stations, say within 100 miles, and from the last point the train is run through to Chicago on fast schedule, stopping only for coal and water, and at certain points for re-icing. As the season advances, the Illinois Central runs a fast fruit train in addition to the express shipments, and it is not an unusual sight to see both companies leaving this station with a full train load of solid cars packed with berries.

Satsuma oranges is another industry that is also coming to the front in this vicinity, and it will not be many years before as many cars of Satsuma oranges will be shipped from this point as there are strawberries today. It has been found that by grafting the bud on

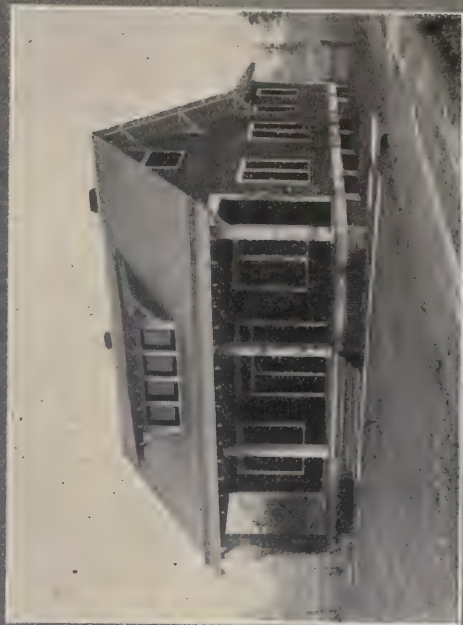
Citrus Trifoliata, that the Satsuma orange can stand a temperature as low as 12 degrees above zero, and there has been planted this season over 20,000 trees. There are two groves in the immediate vicinity at present that are bearing and are paying between \$500 and \$600 per acre.

All vegetables are grown easily, the market for green beans in the spring and then again in the early winter makes this an extra good crop for the cash producer. Shallots, green onions, lettuce, radishes, cabbage, cucumbers, carrots, peas, melons, all yield abundantly and are sure crops. By proper rotation the same ground produces three separate and distinct crops a year. You can plant something here every month in the year, and if you regard local conditions your planting will do well. We grow two crops of Irish potatoes, spring and fall, and both are very profitable, and in such instances are out of the way for other crops to follow.

Dr. W. R. Dodson, dean of the Louisiana State University and director of the State Experiment Stations, says the following: "I doubt very much if there is another state in the Union where one can grow a supply of those things that make good home living, on a small area, and leave the major portion of the land and the energy of the farmer to the production of money crops."

If one wishes to engage in stock raising, he will find the soil will grow enough Bermuda grass to sustain one, two or even three head of cattle per acre from the middle of March to the first of November, and the sod is perennial.

Cultivated crops, like oats, rye, barley, clovers, vetches, sown in October furnish excellent grazing throughout the entire winter with the exception of occasional periods when the soils are too wet to admit of pasturage. Cattle, sheep and hogs can be carried on grazing crops throughout the entire year with little or no grain. However, much of our soil will produce excellent grain crops. Attention has turned



RESIDENTIAL SECTION, HAMMOND, LA.

to corn, and Louisiana is now contending for a leading place among the corn states. In years past the farmers of this section seemed to think it was a settled fact that the other states could raise all the corn the country needed and at a price cheaper than Louisiana could raise it, but they have changed their minds about this. They have come to realize that their soil is as rich as any soil, and that it will produce as big a yield of corn as the soil of any state when properly managed. Not only are the old resident farmers giving more acreage to corn, but a large number of Northern corn growers are living in the state. In five years Louisiana has increased her corn acreage from 1,424,500 with a yield of 19,516,500 bushels to 2,493,000 with a yield of 58,835,000 bushels.

Louisiana corn has a lower per cent of water than the corn of the northern or western states, owing to the fact that the corn dries upon the stalk and is thoroughly seasoned before pulling. Corn is grown upon practically every farm. The southern farmer saves his corn fodder, which makes the finest kind of roughage for his stock. He also saves the expense of shocking. At the last plowing of corn, cowpeas are sown between the rows, and in the fall when the grain is harvested, the hogs and cattle are turned in the corn-fields to gather the second crop and eat down the stalks. The pasturing of the stock and the planting of cowpeas helps the soil, and next year it produces a still bigger crop. Because of the rank growth of the plant, corn is a valuable crop for silage and where silos are built a considerable amount of corn is cut while green and stored for feeding.

Probably no state in the Union offers such splendid opportunities for profitable enterprise in the dairy line. The development of an extensive industry only awaits the coming of people who understand the handling of stock and the production of dairy products. The long pasturage season, the plentiful supply of rich foodstuffs and the nearness of large markets like New Orleans and Baton Rouge makes the advantages of this industry especially attractive.

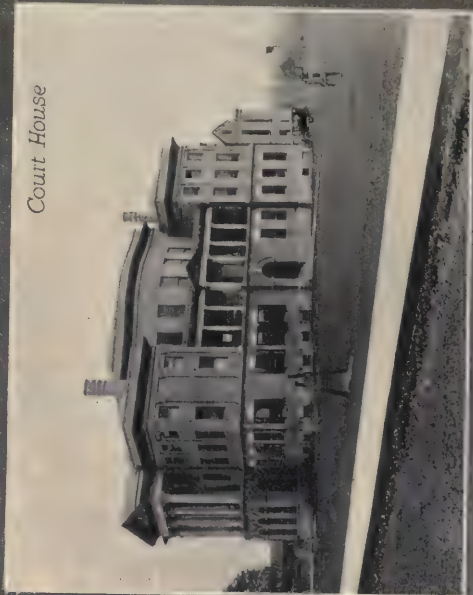
As this article will find its way into the hands of many people in all parts of the country, it will impress many readers with contemplation of purchasing a farm in a territory different from that in which they are now located. While the land is somewhat taken up by berry growers, truck growers, stockmen, etc., there is still left a vast scope of territory in Tangipahoa Parish, on all sides of Hammond, unsurpassed in richness and fertility, that can be bought at reasonable prices. This article states a fact when it says there is no one spot in Louisiana better adapted to diversified farming. We do not claim that every man who settles in the Hammond neighborhood will make good, or all who have settled here have made good, but we do claim that any man, of fair health and energy, with a knowledge of reasonably good cultural methods and intelligence, can make a mighty good living on a modest acreage.

Indeed, this is the land of greatest diversification—the coming new kingdom of both corn and cattle. This is already the place of lowest cost of living, cheapest production of crops and stock, and best markets.





School



Court House



The Strawberry Industry in the Amite Section

(Tangipahoa Parish.)

By George B. Campbell, Editor Amite Times

THE 1916 strawberry crop, from present indications, will go down in the history of the industry, as the most profitable since the inception of cultivation of the luscious fruit.

Not only from a monetary standpoint is the present crop considered a bumper one, but also from the viewpoint of acreage. Various estimates are being made by those in position to forecast as to the size of the crop, and the consensus of opinion is freely expressed that over three million dollars will be circulated in this parish as a result of this one crop.

During the year 1915 the American Express Company handled out of Tangipahoa parish 875 cars of berries, distributed throughout the north and east and as far west as Seattle, Wash., Toronto and Montreal, Canada, and other points. About five hundred cars totaled the number going by freight. The 1916 crop will exceed this record by several hundred cars owing to the increase in acreage, which is estimated to be twenty per cent. Over two million dollars were received for the 1915 crop and a million dollars in excess of that amount should be, and is considered a fair estimate, to be added to the crop for this season.

The shipping season is on at the present time and with favorable climatic conditions should continue for five or six weeks. Already inquiries are being received from distant points relative to consignments from this section. On Saturday, April 1, the Union Truck and Berry Association of this place sold a car to Montreal, Canada. This car arrived in good shape after four days in transit, and brought the top market price.

The berry industry in Tangipahoa parish has had a spectacular career. Fifteen years ago the idea of car lot shipments was ridiculed and only a few of the truck growers were engaged in cultivating the fruit. As time passed and the northern commission men sent representatives here to buy the output of the farms, the industry assumed larger proportions, until today it is the chief industry of the parish and receives the attention of thousands of truck farmers.

Farmers' associations are to be found at every town in Tangipahoa parish, whereas a few years ago all shipments went on the consignment basis. It was soon observed that the "man higher up" was reaping the harvest and when the farmers decided to organize and concentrate their business there was genuine regret among many of the commission houses

of the north and east. But this very action of the tillers of the soil saved the day for the berry industry of this parish. Had steps not been taken at that time the berry business would have been put out of commission and railroad and express companies would today be feeling the effect of the monopolistic schemes of a few commission houses.

The Tangipahoa strawberry is regarded as the best produced anywhere in the south. Its fame reaches every large market of the United States. Ponchatoula, Hammond, Independence and Amite share equally the honors of producing as fine a grade of the fruit as may be found in any of the Southern States similarly engaged in raising berries. Owing to the excellent weather conditions in the berry belt of Louisiana, this section follows Florida each season. The Florida berries are on northern markets a few weeks earlier than the Louisiana product, but the prices received do not differ to any appreciable extent. As a matter of fact the Louisiana fruit has been known to bring as high as \$8 per crate on the Chicago market at the opening of the season.

The industry in and adjacent to Amite is being nursed carefully by several hundred experienced truck growers. While these truckers depend largely on this one crop, still diversification is taking the day and in some instances four and five crops are raised here. Carrots, cabbage, lettuce, radishes, spinach, turnips, Irish and sweet potatoes, onions, bell peppers and in fact nearly all crops of this variety are being cultivated on lands around Amite. Owing to the excellent railroad facilities the truckers are making money, for they are only a few hours' ride to several principal markets and less than twenty-hours from Chicago. The fast express trains afforded the berry growers by the Illinois Central railroad annually, greatly facilitate the handling of the crop and give added impetus to the industry.

Complaints are few now regarding transportation facilities. A few years previous there was considerable dissension apparent among the truckers owing to shortage of cars and other detrimental features. Thanks to the wise counseling of railroad and express companies no such condition abounds today. On the other hand the shippers of berries and vegetables are loud in their praises of the service rendered them by the transportation companies.

Amite possesses two wide-awake farmers' associations. The Union Truck and Berry Association is presided over by Thomas Cefalu,



who is popular among the Italians and Americans. His association is the largest here and was established a few years ago. Its membership comprises many of the leading truck growers. The Amite City Farmers' Association is looked after by Pleasant P. McMichael and Millard F. Edwards, two of the leading authorities on berry culture and farming in general. This association is also in a very healthy condition and is considered as strong as any in the parish.

Amite is the home of the inventor of the Universal Folding Crate. John J. Dahlstrom, after several years' study, perfected the crate which is destined to revolutionize the shipping of berries and vegetables. The crate is being manufactured now by twenty-three factories, yet the demand is greater than the output. Berries shipped in the collapsible crate command higher prices than the fruit shipped in the old-time crate. The latter is not so well ventilated as the Universal, hence the condition of the fruit is not as good when it reaches its destination as is the case with the new crate. There is not a nail used in the Universal crate when it is given over to the transportation companies. The top of the crate is keyed in, making it easy of inspection. Its ventilating qualities are declared to be superior to any container yet put on the market. Many of the associations have adopted this kind of crate and as soon as the promoters can guarantee prompt delivery of all orders it is said that practically all associations will use the Universal.

Amite is the parish site of Tangipahoa parish. It is surrounded by ideal agricultural lands. Several of the large sawmills are located near here and after all lands have been

denuded of timber they are sold to homeseekers and others. These cut-over lands prove very valuable for the cultivation of strawberries and no difficulty is experienced in disposing of them.

Eventually the strawberry industry in Louisiana will encompass all other enterprises, not even excepting lumber. The truck farmers realize that there is money in the crop and each year convinces them of the desirability of paying more attention to berries in preference to other crops. The further fact that the Illinois Central railroad and the American Express Company have combined to assist the truckers in every practical manner, has greatly stimulated the industry.

While Kentucky is famed for its fast horses and good-looking women, her sister State to the south is making a reputation in cultivating strawberries that would make the old adage about the liquid that made Milwaukee famous turn to the color of a lemon.

Take a stroll down South Water Street in Chicago and it is a safe bet that the words "Grown in Tangipahoa Parish, Louisiana" will greet the visitor. Louisiana berries are known for their luscious qualities, hence the demand for them is nothing short of marvelous.

Really the berry industry is just in the infantile stage. Ten years from now no less than four trains per day will be required to transport the fruit from this parish to northern markets during the six weeks of shipping. This prediction is based on the wonderful progress of the business for ten years past. It is growing all the time; larger acreage; more farmers entering the business; better facilities for handling the crop; and, in fact, every incentive to give the industry a boost.

Ponchatoula—An Inviting Community for the Homeseeker

By Jas. E. Bailey

WHEN one looks back several years recalling the unpretentious little village of Ponchatoula, nestling among the pines of south Tangipahoa parish, whose citizens, unmindful of the section's latent possibilities "kept the noiseless tenor of their way," he cannot but wonder at the marvelous changes a short period of time has wrought. Ponchatoula of today is a thriving, prosperous and beautiful little city of 1,500 or 1,600 inhabitants, located on the trunk line of the Illinois Central Railroad, forty-eight miles from New Orleans, the "Winter Capital of America." Ponchatoula is truly a beautiful little city, the attractiveness of its many beautiful homes, paved sidewalks, wide, well-arranged thoroughfares, is accentuated by

the inviting natural appearance of this section.

Climate and Water

Ponchatoula is an exceptionally healthy community. The porous soil affords perfect drainage which is one of the first requisites for a healthy section. Water is obtained far below the superficial strata from artesian wells and is of exceptional purity, laden with such minerals as are conducive to good health.

The winters are reasonably mild and dry. The summers are particularly delightful. While the heat is sometimes intense on mid-summer days, the nights are invariably cool and comfortable. The proximity to the Gulf of Mexico and numerous lakes af-



Ponchatoula La.



fords balmy breezes most of the time. The climate is favorable to health and vigor, and the extreme purity of drinking water makes contagion practically unknown.

Agricultural Section

This town is supported by an exuberantly fertile agricultural section, peopled by native Louisianians, northerners and sturdy German immigrants, who, for the most part, own their farms, and practice intensive cultivation rather than obtain meagre returns from a poorly cultivated large acreage. This is chiefly a truck and strawberry producing section, the soil and climate conditions being especially adapted to the successful cultivation of these products. The berry crop of Tangipahoa for this season is estimated at three millions, and Ponchatoula is doing more than her share toward forging the figure up to this high mark. Ponchatoula's berries are among the best shipped into distant markets. At this writing two cars of choice lettuce and one of cabbage are being prepared for shipment into Chicago. Eggs, butter and country produce of every description is plentiful, and may be had at reasonable prices.

Churches

The high moral standing of a community is due to the fact that it has been permeated by Christian influence and education. Churches in any community exercise a most potent influence for good. The spiritual needs of our people are cared for by Presbyterian, Methodist, Roman Catholic, Baptist, Episcopal and German Lutheran clergymen. These denominations have houses of worship with the exception of the Baptist and Episcopal congregations, and steps are being taken for the erection of suitable structures for them.

Educational Facilities

The youths of Ponchatoula are fortunate in possessing excellent educational facilities in the splendid high school. The building is a three-story brick structure and is strictly modern in every respect, fitted with the latest appliances. Prof. J. I. Covington is supported by a strong faculty. The 1915-16 session marks the fourth year of the institution's existence as a state accredited high school.

The parochial school, under the supervision of the Catholic Rector, is a well conducted institution and enjoys splendid support at the hands of our Catholic citizens.

Commercial Establishments

Ponchatoula has many prosperous and substantial business establishments, which are for

the most part domiciled in brick structures. Besides the general and grocery stores are found two hardware establishments, two drug stores, a modern steam bakery, several meat markets, two livery stables, a garage, three barbershops, a light and ice plant, saw mill, and four farmers' associations. The newspaper, The Ponchatoula Guide, a weekly journal, is edited and published by George A. and James E. Bailey.

Mr. B. Anthony is the owner and manager of Ponchatoula's popular movie house. Only the highest grade films are shown, and Mr. Anthony is fast building up an attractive business.

Financial Institutions

The Merchants and Farmers Bank and Trust Co. is domiciled in a splendid two-story pressed brick structure, equipped with mahogany fixtures and burglar and fire proof safe and vault. This institution has a capital paid in stock of \$50,000, and surplus \$22,500, and acts as the fiscal agent for the parishes of Tangipahoa and Livingston. Mr. H. P. Mitchell is president and W. M. Mitchell is the efficient cashier.

Another financial institution which is a potent factor in the development of this section is the Ponchatoula Homestead Association, doing business with an authorized capital stock of \$500,000. The object of this institution is two-fold. It serves as a good investment as a savings proposition and is a good medium through which to buy or build a home on easy payments.

Fraternal Organizations

That our town is well represented in fraternal circles is not surprising when the character of our citizenship is taken into consideration. The Masonic order is possibly the strongest as well as the oldest secret organization here. Then we find such popular fraternal bodies as the Knights of Pythias, Woodmen of the World and the Maccabees.

Ladies' Clubs

The ladies of Ponchatoula have organized several clubs and societies, such as The Woman's Club, the Civic League, W. C. T. U., The Mission Society, The Altar Society, and possibly others. The Woman's Club, so we understand, makes literary work the chief study, and within its circles are found some of the keenest intellects of the community. The Civic League has done much to promote better civic conditions, and bids fair to hold an important place in the town's development. The other organizations have done much good along the lines as suggested by their names.





PONCHATOULA, LA.

Passenger Traffic Department

Little Talks with the Rambler

Service Notes of Interest.



An Explanation to the Trunk Lady

It is not only interesting but sometimes rather remarkable how little incidents, each complete and independent one of the other in themselves, weave together into a whole. For instance, there was the case of a chance remark of an agent down the line on the occasion of his checking a trunk on which the Rambler was sitting while waiting for a train. Shortly afterwards occurred the impromptu little luncheon with the Trunk Lady in a Department Store restaurant, during which some amusing conversational passages took place on petty sharp practices that led to unwarranted suspicions. Finally there was the call made by the Trunk Lady on the Rambler in behalf of her friend Miss Ouri in regard to a request for a refund which the latter had made. All three of these incidents, although having absolutely no bearing one on the other, seemed after all to be links that forged themselves into a short chain of that number of units.

But to be more specific, the first, that of the trunk episode at the way station, while trivial at the time, later blended itself into the refund link of the chain. It was simply that the agent of the station on coming out to check a trunk on the platform, found the Rambler seated on it awaiting the arrival of a local

train due in a short time. As the check was being attached, the agent, who had given the claim portion to the one for whom the transaction was being made, remarked in an undertone to the Rambler that he'd bet a cooky he had a case there of a ticket being purchased for the sole purpose of checking that trunk. Later developments proved the correctness of his assumption, for in due course the ticket was returned unused by the purchaser with a request for a refund; it not having been made use of, it was claimed, account of a change in plans. Under the circumstances, it having been clearly established that the holder had never intended to make the trip, it followed that no refund was granted. It illustrated, however, one of the various methods by which unscrupulous persons will sometimes attempt to make railroads unwarrantedly serve their personal ends; it developing in this case that the ticket rate was cheaper than the express rate to the point to which the trunk was checked. Of course, had refund been made the item of the checked trunk would have entered into the amount refunded, and from the purchase price of the ticket would have been deducted the usual charge assessed to cover such cases.

Shortly following this trunk-check-

ing matter, particulars concerning which were told me by the Rambler himself, I elected one noon to take my lunch at a certain department store restaurant. In doing so I was perhaps subconsciously prompted in making my choice by the thought of a certain table in a cozy corner of that restaurant, presided over by a waiter who had served me from time to time sufficiently often to be acquainted with my whims as to diet. As I entered, much to my gratification I saw from the distance that my favorite nook was vacant, but was naturally surprised, on making my way toward it to hear my name called in a lady's voice. I turned and much to my unexpected pleasure saw that it was the Trunk Lady who had spied me in passing and was calling me to sit with them. I say them, because, as might have been expected, she was already vis-a-vis with the Rambler. The latter seconded the invitation with a nod and indication of the head to a vacant chair at their table, and while he was nice enough about it, I was not impressed with the fact that he was extravagantly pleased at the prospect of my making a third to their little party. "Sit down," said the Trunk Lady vivaciously, "we were going to quarrel here in a moment if you hadn't suddenly put in appearance to serve as a peace-maker between us. I claim your friend has been libeling my sex; although," she continued half apologetically, "perhaps that is too harsh a term, for I am sure the Rambler would never go that far. But I might safely say, to put it mildly, he has been giving us a little 'rap.'" "Nothing of the kind," said the Rambler with what I thought a slightly embarrassed air. "I was simply telling her of an incident that came under my personal observation a few years ago on a street car in this city. It was before the 'Pay-as-You-Enter' plan now in vogue, and I happened to be seated in a crowded car beside a woman who, after the conductor passed through in collecting fares, held out her hand to him as he stood in the doorway, in which hand were two dimes, at the same time say-

ing to him in a quiet and interrogative inflection of voice, 'My change?' The conductor glanced at the two dimes in her outstretched palm and said, 'you have your change,' whereupon she shook her head and said, 'I gave you fifty cents.' The conductor looked at her and then at the change for a minute, after which, with equal quietness said courteously, 'you are mistaken, Madam, you gave me a quarter.' She quietly insisted on the fifty cents, and he was equally persistent that he had not received a fifty-cent piece from her. So sure of this latter fact was he that he stated he hadn't such a coin in all his change and offered to let her go through his pockets to verify the truth of that statement. There was no commotion in the matter, neither of the parties seemed to get angry over the controversy, but both were equally insistent as to their point of view. Before the argument was over the car stopped at a crossing and the conductor became otherwise engaged, in which interval a lady friend who was with the protesting woman said in an undertone to the latter, 'did you give him fifty cents?' and the answer by a shake of the head was in the negative. This I happened to see, and as I got out at that stop when I passed the conductor I said quietly 'she didn't give you fifty cents.' The prompt response was, 'bet your life she didn't, and I know it.'" "Well," I remarked, "why did you want to tell such a story as that on a lady? Of course, our friend here does right to resent it as an implication." "Especially," broke in the Trunk Lady with a gleam of mischief in her eye but with a perfectly straight face, "when it started over my remarking that my friend Miss Ouri had received a letter from your road in regard to a claim for refund which she did not understand and asked me to see Mr. Rambler about." "Worse and worse!" I said to her with mock concern. "I don't understand why the Rambler is so ungallant today. What could you have done to him to get him in such a bad frame of mind, for I assure you that as far as my knowledge goes he as a rule is the

most polite of all men with the ladies." "O, well," she laughingly replied, "perhaps maybe I did start him a bit." "But," interrupted the Rambler, "first of all let me assure both of you that I did not mean to connect in any possible way that story of the lady in the street car with what may develop in connection with any claim that Miss Ouri may have made." He evidently did not enjoy the turn things had taken, and failed to understand, as I did, that the lady was having some little fun with him. It will be remembered that when they first met at the hotel in the south one evening and the Rambler was of service to her in connection with a lost trunk, it was discovered she had a teasing way with her at times; which fact I had recognized in the situation as I found it on being called to their table. She evidently noticed the Rambler's slight embarrassment and was inclined to ease him a little, for she continued as before the Rambler's interruption, "as I have said, it is possible that I started this little breeze myself in telling the Rambler of an experience I have just had in shopping here in the store. Which experience, I assure both of you gentlemen, I attribute to an act of an individual clerk that in no way reflects upon the store itself or on its large army of clerks as a whole. It was this way. I had made a cash purchase amounting to seventy-five cents, and in payment gave the clerk who waited on me a five dollar bill. When the change came he was unduly profuse, I thought, in the manner in which he returned it to me. With a smile and a bow he placed a twenty-five cent piece in my outstretched hand and then hastily glanced over four one dollar bills that he held, as though assuring himself as to their number and denomination. Then, as he handled them preparatory to passing them over to me he said, first pointing to the quarter in my hand, 'Twenty-five cents is one dollar,' then added hastily as he also placed the bills one by one in my hand 'Two dollars, Three dollars, Four dollars, Five dollars.' But, although he counted

right, he gave me my first bill on his count of 'three.' Fortunately, in my outstretched palm I saw that he had given me but three one dollar bills instead of the four I should have, although I think I missed the trick as he played it. I did not withdraw my outstretched hand, but looked at him as though expecting another bill. He, after a moment's hesitation, as though he had unconsciously made a mistake, placed the fourth and final bill in my hand with an apology for having overlooked it, in the meantime he having had it somewhere between his hand and his salesbook, just where, I could not see. The whole thing was done so quickly that I did not realize at the time what I afterwards was convinced of. That is, that is was not an accident on his part. If I had been careless and taken his verbal count without looking at my change, I probably never would have known that I was a dollar short. So you see," she concluded with a little laugh, "I really began the attack on a man before our friend retaliated with his story of the tricky woman." "It was not meant as a retaliation," said the Rambler, rather too seriously I thought. "The similarity of the act of holding out the palm of the hand with money in it of your incident simply brought to mind the story I told." "Well," she said, "we'll call it quits anyway, for I want you to be in a good humor when I come up to your office on Miss Ouri's errand; if I do," she added reflectively. "There's quite a bunch of correspondence about it and a business woman friend of mine said that the way to handle it is to simply endorse the papers over to the proper party with a notation to the effect 'Please advise,' and then, being on the ground, to take them along and have a personal interview with the right person about the entire matter. This last, she claimed would remove the business from the perfunctory routine, and be apt to accomplish more in ten minutes than would an interchange of letters for months." "O, by all means bring the correspondence up to me," quickly observed the Rambler. "If there is anything about it that needs

explanation I am sure that I can give it so that the matter will be much better understood by your friend than would be the case with a letter. You see," he continued, "your friend has probably written up asking for a refund on a certain portion of an unused ticket and does not understand the reply she has received to the effect that what she has turned in has no redemption value." "No, it is not just like that as I remember it," was the reply. "I think a check has been sent to her which she thinks is too small." "Well, we'll see how it stands and what can be done when the correspondence is available, although probably the proper department has handled the matter justly and correctly. In that case it will be up to me to convince you and your friend of that fact." This he said in a way that practically dismissed the matter as a topic of conversation, and we drifted into other lines of talk. In time our little visit came to an end, and as the Rambler and I walked back to the office together I thought he seemed rather preoccupied. In fact, he had not been quite himself through the entire luncheon, not having once remarked, as I remembered, that "everything helps." This was a sure sign of a lack of his usual optimistic cheerfulness.

It was not until about a week later that the question of Miss Ouri's refund was brought to mind again. This occurred rather unexpectedly, as I was standing in front of the Rambler's desk having a conference with him on a business matter, by the ushering in of the Trunk Lady by the Office Boy. She was not expected, as far as I knew, at any particular time, and her thus making a sudden appearance was in a way a surprise to both of us. But of course there were mutual salutations, after which the Rambler seated her in the guest's chair by the side of his desk, while I, after passing the time of the day, was about to bow myself out when she interposed, saying "Please do not go. I may require help in this little business matter I have brought up." As she spoke she produced a file of letters which

the Rambler took and first glanced through hastily, then turning to me, at the same time indicating that he would like to have the Trunk Lady listen, he read extracts from the correspondence showing the nature of the business to be as follows.

It appeared that Miss Ouri had purchased a round-trip ticket over our line and others reading from New Orleans to a point in Canada. She had used the ticket to its northern destination and returned as far back as Toronto. Upon reaching that city she changed her plans and went east instead of south, her route not enabling her to use any further portion of her original ticket. That which remained of the latter she had asked for a redemption on, and in a very clear and courteous manner she had been advised that it had no redemption value. "You see," said the Rambler to the lady, "my surmise was right as to the nature of this correspondence, and your recollection that a check had been sent was evidently a confusion of mind in connection with some other incident that has come within your knowledge. Probably," he added, "you or some of your friends have asked for refund on some of our suburban tickets." "Yes," she laughingly replied, "that is true. One of my friends who recently moved out of the city did ask for a refund on a part of a commutation ticket for which she had no further use. She obtained the refund, but the amount returned she never could quite understand. I remember her mentioning it to me." "I thought so," said the Rambler nodding his head.

"However, to return to Miss Ouri. You see she turned in a perfectly good remainder of a ticket available, under certain conditions, between Toronto and New Orleans. That distance is great and it looks to her as though it ought to be worth some money while we tell her that it is not, although the writer of this letter has taken great pains to explain fully and clearly why. I doubt, however, if she has given that phase of the correspondence much attention, due to a natural first flush of disappointment. I

am rather glad, therefore, that she has sent this to you, for while I will be unable to tell you anything more than the letter says, or to impart its information any more clearly, I have the advantage, and indirectly your friend as well, of obtaining by this interview a careful hearing, which is all that is necessary to make it clear, I think, to you and in turn, through you, to your friend. Now these are the facts," he went on to say, as holding the correspondence in his hand he tipped back in his chair and measured his words carefully, while the lady on her part, leaning her arm on the shelf of his desk listened intently. "You know, do you not," he began, "that you can buy in wholesale lots any household or feminine commodity cheaper than you can buy it at retail, and you presumably understand the reasonableness of such a possibility." With a smile and shake of the head she indicated that that much was clear. "Well, then," he continued, "the original ticket that your friend purchased was sold on what might be termed a wholesale basis. That is, in consideration of a much cheaper fare than could have been obtained otherwise, she bought her ticket at a reduction from the ordinary fare conditional on its being used for a trip from New Orleans to her destination in Canada, and return, via certain prescribed routes within a specified time, and under conditions as to stopovers. In other words, by accepting the ticket at the fare she paid for it, she agreed to adhere to the routes, time and other minor conditions called for. One of the most important of these conditions however, she failed to abide by. Namely, on reaching Toronto on the return trip, she not only changed her route, but went elsewhere than directly back to New Orleans. Do you not see, therefore, that she thereby made questionable the right to have had that ticket originally sold to her at all at the reduced price she paid for it? However, in the meantime she has had certain service from the routes involved, and they stood ready to perform the complete service called for on the ticket within its proper limits, but which she

did not choose to accept. Consequently, under the conditions of sale and her abandoning her route, she forfeited the right to any further interest in the remaining portion of her original ticket except to use it within the prescribed time if she so elected.

"Right here," he added so earnestly that the lady, with her chin resting in her hand and elbow on the desk, unconsciously became a little more tense in her attitude of listening, "is an angle of the matter which I wish you would try to impress on Miss Ouri. While I have used the word 'forfeited' it is not technically the right word, as in reality there is no forfeiture in the matter in the full meaning of that term. But it simply amounts to the same thing for this reason. As I have said, the ticket was originally sold at a reduced fare, \$57.10 to be exact, on what may be called the wholesale, or conditional plan. With the conditions not complied with, we technically ceased to have had any right legally to issue such a ticket at the figure named. That is, had we known at the time of her original purchase that Miss Ouri would make the trip as she did back to Toronto only, we would have been obliged to sell her another kind of a ticket at a higher fare. Undoubtedly she called for the ticket she did in good faith at the time, and changed her plans en route. That however, clearly would not alter the status of the two kinds of ticket. Therefore, if on the original purchase a ticket had been called for reading from New Orleans to the point in Canada to which your friend went and from thence a return to Toronto, we would have sold to her according to another tariff, which would have amounted to a larger sum, or \$66.50, made up in this way. She would have been given the benefit of the round-trip summer tourist fare of \$37.40 then in effect between New Orleans and Chicago, to which would have been added fifty cents transfer charge across the city, a local fare of \$19.60 to her Canadian destination and another local of \$9.00 from thence back to Toronto. This all makes, as you will observe," he con-

tinued as he put down the figures hastily on a slip of paper and passed it to her, "the total sum I have mentioned. Now that \$66.50 is \$9.40 in excess of the \$57.10 she actually paid for her round-trip ticket. Hence, you see, I trust, that there would be nothing coming to her."

The Trunk Lady thought she saw, but whether she did or not she was evidently convinced that the explanation was correct. The Rambler, however, did not seem to be satisfied. There appeared to be a something in her manner which told him that while she understood his explanation, and did not doubt its correctness, there was not the full understanding in her mind that he desired. Hence, after a moment's pause, he took from his desk a considerable file of papers and began running through them, remarking as he did so, "Here is a large file on the subject of refunds in their various phases, and, devoid of all technicalities they make rather an interesting story. Blended in them will be found the rigor of the law, the requirements of business, and above all the vagaries of human nature." After going through the correspondence for a few moments, he came to what he seemed to be seeking, for turning the papers back for a more close perusal, he said to the Trunk Lady, "now I am going to show you something further that has a bearing on your friend's case. Here is one that is fairly similar only it worked out so that the party did get a considerable refund. I want you, if you please, to remember this, so that you will not get the impression that through alleged sophistry, the law, or otherwise, the railroads always become exempt as in the case of Miss Ouri. Here was a party who purchased a round-trip ticket from Chicago to Havana, Cuba, via Jacksonville and Key West, Fla., for which was paid \$85.30; the same being an excursion, or reduced fare, conditional among other things on the purchaser making continuous passage in both directions. This, however, the holder failed to do, stopping over at Jacksonville, St. Augustine, and Daytona, Fla. On reaching Havana the

route was changed, so that the return portion of the ticket was not used but was sent to us for redemption. Not, however, having complied with the conditions under which the ticket was obtained at the greatly reduced fare, it became a matter of the trip being made to Havana under another tariff, in accordance with which it was necessary to charge a different, and one-way fare; made up of the sum of the locals Chicago to Jacksonville, \$26.61, Jacksonville to St. Augustine, \$1.15, St. Augustine to Daytona, \$2.20, Daytona to Havana, \$26.10, making \$56.06 in all. The holder, in short, had become a one-way passenger, and the difference between what was paid for a round-trip and what should have been paid for the one-way passage was refunded, amounting to \$29.44. From this you will see," concluded the Rambler laying the file on the desk, "that the difference between one party not receiving a refund as in the case of Miss Ouri, and the receipt of one lies wholly in the conditions governing the tariffs under which tickets are sold and in the distance traveled before an unused portion of a ticket becomes such. You will note the Havana ticket was but half used, while Miss Ouri's was used quite a little more than one-half the mileage it represented. This last undoubtedly was the real cause of their being nothing coming to her on the readjustment of her rates of fare."

On the Rambler's completion of the citation of this illustration all doubts were evidently removed from the Trunk Lady's mind, and we both felt that our case was safe in her hands. Also that Miss Ouri would in some way be made to feel that she had been fairly and justly dealt with even if disappointed. So satisfied did the Trunk Lady seem to feel that she smilingly remarked to the effect that she had expected more or less of a dry time on such a technical errand, but was rather pleased that it had turned out to be somewhat diverting. So she suggested, if the Rambler did not mind, that she would not be adverse to hearing some of those interesting stories that he said the file in his hand contained. "I

don't know," was the rejoinder, "whether you would care about them or not. Certain it is however, that you would probably not care to hear this correspondence in detail even if I was so minded. But the meat of some of it might be interesting, and as everything helps, I don't mind spending a little more time to help finish your education along the line of being satisfied with a railroad's procedure in questions of controversy. "O," she laughed, "I'm afraid that will never be accomplished—a complete education as to the acceptance of a railroad's decisions. But however, tell me. You are always an interesting talker." I think I have mentioned before that the Trunk Lady seems to have proclivities for teasing and jollying her friends. "Well," said the Rambler, picking up the file and making running comments as he went through it, "first is a case where a lady returns money to the railroad company as a matter of conscience, the fact being that she purchased a ticket between two points on the road and made the journey, the conductor failing to secure her ticket en route. She claimed refund, in doing which she was obliged to testify that she had not made the journey as called for. On receiving her check, however, she thought better of her smallness in the transaction and returned it." "Score one for the women," said the Trunk Lady jocosely, "although," she added more seriously, "I don't know as she is entitled to very much credit after all. She never should have made the first fraudulent step in the matter." "Suppose we let that pass," remarked the Rambler, "as too big a subject to argue for the present and offset it by a somewhat similar case against a man. Sometimes errors are made by ticket agents in selling and they charge too little. The law says all shall be charged alike, and further insists that the railroad shall obtain their full tariff charge. So it occasionally happens that it becomes necessary for us to call upon the purchaser of a ticket to pay us an amount due account of an error in selling. I see there are one or two such cases in as many different forms in the

file here, but one of them is with a man who evidently thinks it smart not to pay if he can help it. Therefore here is a record in regard to a suit being brought against him for the recovery of the amount due us. It is no more than fair, however, to state that in the majority of such requests on the part of the railroad a friendly and prompt response is the result, for the public is beginning to be familiar with the mutual obligations that exist between themselves and the railroad. Of course we also find cases here where errors have been made in the other direction; that is, where the mistake by the selling agent has been in charging too much, and I am glad to see that all the letters that I note in turning these pages that bear on that subject are communications submitting checks to the purchasers. The misplacing of a ticket is a frequent cause for requested redemption, and is rather a delicate thing to handle. Here is a copy of a contract, or bond, which the party asking refund in such case is obliged to sign if refund is made to protect the company in its just revenue in case the ticket should ever turn up and be used. A bit of humor enters into the next letter I find. It shows that a party holding a ticket between two given stations was carried by his destination account of being asleep. He naturally had to pay fare to the next point he could get off at after waking up, and also back to where he should have gotten off. Yet the party thought it about right that the railroad company should make him a refund for the extra fare paid on this account. Incidentally, his request was not granted."

"I see," said the Trunk Lady, "I see. I think you have given enough to convince me that at least you railroad people have your troubles." "But wait," said the Rambler, "I recall at least a dozen more minor cases that are in this file that cover different reasons for granting or refusing refunds. I don't suppose you would be interested in them all, but there might be a few more broad cases that would appeal to your interest," and as he said this he began to turn over the file again. But she in-

terrputed him, saying "No, thank you, I think I've had enough," and looking at her wrist watch said hastily, "Really, I must be going. I have an appointment that I can scarcely make on time as it is. Thank you ever so much for the information as to Miss Ouri's ticket and for your interesting talk. I am sure my friend will be satisfied when I explain how the matter lies in connection with her request. Just how I will do it I am sure I do not know. I feel that I have not your gift of making matters clear, especially as this is a technical and complex affair. However, as you know," she added with a laugh, "we women have a way of making each other understand, and I am sure Miss Ouri will still have a friendly feeling for the Central, which of course I want

her to continue to have. As you know, she comes to see me at least once a year and she liked the journey over your line very much the last time she was here. As a reward for your courtesy today, I want her to give you as much additional revenue as would be represented in at least one more trip."

I was about to make my adieus and leave before she had finished saying good bye to the Rambler, but she anticipated my thought by suggesting, as she shook hands with him, that if I would be so good she would be glad to have me show her the way to the elevator. "I wonder," thought I to myself as a few minutes later she disappeared in the dropping car, "if that little last act of her's was to tease the Rambler."



HOME NEAR PONCHATOULA, LA.

Service Notes of Interest

Announcement is made of the Seventh Annual "Round-Up" Frontier Exhibition at Pendleton, Oregon, on September 21st, 22nd and 23d, 1916.

The Michigan Central is now running a through first-class coach from Chicago to New York, on their extra fare train No. 8, the "Wolverine," leaving Chicago at 9:05 A. M.; the coach on the return being carried on N. Y. C. No. 1 and M. C. No. 3, leaving New York 10:30 A. M. and arriving Chicago at 8:00 A. M.

The Big Four announces through service between Chicago, Springfield and Columbus, Ohio, eastbound leaving Chicago at 10:05 P. M., arriving Springfield 6:40 A. M. and Columbus 7:45 A. M.; westbound leaving Columbus 7:45 P. M., Springfield 10:45 P. M. and arriving Chicago 7:20 A. M. The equipment carried between these points consists of standard twelve-section drawing room electric lighted all steel sleeping cars and steel coaches.

The following changes of interest to agents have recently taken place on the Missouri Pacific: Train No. 6, formerly leaving Kansas City at 9:45 A. M. but now at 9:00 A. M., arrives at St. Louis 5:30 P. M. instead of at 6:15 P. M. Train No. 21, leaving St. Louis at 7:00 A. M., arrives at Kansas at 9:30 P. M. instead of at 7:00 P. M.

The United Fruit Company announces that its offices in New York and New Orleans have a very good allotment of state-rooms on all steamers of the various lines sailing from Balboa, Panama, to West Coast Ports of Ecuador, Peru and Chile. This should be borne in mind by agents in connection with the Fruit Company's service from the Port of New Orleans, as good stateroom accommodations are thus assured from that Port to the South American and West Coast Ports.

We are advised by the Lehigh Valley Railroad that in view of the fact that the two hundred and fiftieth anniversary of the settlement of the city of Newark, N. J. May to October, 1916, will be of considerable importance it has been arranged that Summer Excursion tickets to New York City from various sections of the country reading via Lehigh Valley will be validated at Newark, N. J. for return passage, instead of at New York City, N. Y., if desired.

The United Fruit Company has issued a circular announcing that several new regulations with respect to the granting and issuing of passports in the United States have recently been put into force, and calling particular attention to the following: "Effective at once, all persons (including cruise passengers) who desire to enter or touch at any point in Jamaica, B. W. I., or British Honduras, are required to have passports issued by the Government of which they are citizens or to which they owe allegiance. Although not absolutely required, it is recommended that passengers going to countries in Central and South America have passports." The circular also gives very fully the rules covering the granting and issuing of passports in the United States.

The Grand Trunk makes the following announcement of steamship service to Alaska in its Bulletin for March 1st:

"The extension of the Grand Trunk Pacific Coast Steamship service to Alaska is announced. The fine Steamships 'Prince George' and 'Prince Rupert' will furnish a weekly service throughout the summer between Seattle, Victoria, Vancouver, Prince Rupert and Skagway, leaving Seattle each Monday at 9:30 A. M. and Prince Rupert each Wednesday at noon.

"This through service will be effective from Seattle, June 12th, 1916, and will continue until the end of September.

"From March 30th, 1916, to June 8th, 1916, the 'S. S. Prince John' will provide service between Prince Rupert and Skagway, calling at intermediate ports, taking care of the spring traffic to Alaskan points.

"Between Seattle, Victoria, Vancouver and Prince Rupert there will be a tri-weekly service this summer, the 'Prince George,' 'Prince Rupert' and the 'Chelohsin' operating from Seattle northbound on Mondays, Wednesdays and Fridays and from Prince Rupert, southbound, on Mondays, Tuesdays and Saturdays.

There has been issued from the office of the Quartermaster General of the United States Army, Washington, a request on the railroads, through the proper channels, that the attention of ticket agents be called to the fact that the Quartermaster Corps requests which show alterations in points between which travel is to be performed, or any other apparent changes that may affect the class or cost of transportation, should be refused. I. C. agents are requested to scan such requests carefully,

and be governed accordingly in case alterations or changes are discovered. The communication asking a cautionary word in this matter cited a case where a transportation request had been altered as to date, name of carrier, points between which transportation was to be furnished and route, the request being altered for travel altogether different, and to more value, from what was originally called for. It also stated that the erasures and changes on that request were so apparent that they could have been readily perceived at the time the request was granted for transportation had it been given proper attention. It is hoped that none of our agents will overlook a matter of this kind.

Under date of March 24th, 1916, says the Grand Trunk Bulletin for March 31, the following information was given out by the Superintendent of Immigration, Canada, in response to an enquiry with respect to the movement of Excursionists and Tourists through Canada during the coming summer.

It is self explanatory, and all concerned are requested to have the conditions made clear thereby, brought to attention of persons likely to be interested:—

"There will be no interference with legitimate tourist traffic and excursion parties.

"All United States citizens,—whether of birth or naturalization—are treated alike, i. e., we are not interested in the origin of an American citizen; but persons of alien enemy birth, naturalized in the United States, or in some other friendly or neutral country, would do well to carry their naturalization papers simply as a means of identification. Passports have not been, and are not now, necessary between Canada and the United States.

"Natives and citizens of Germany, Austro-Hungary, Turkey and Bulgaria should not be encouraged to travel through Canada, while the war lasts.

"This Department views sympathetically the tourist and excursion business and unnecessary delay or difficulty in examination will be avoided as far as possible, in fact, so far as excursion parties, or individual tourists are concerned, we will welcome them, the same as in other years, so long as the transportation companies will see that those who, from our viewpoint, are alien enemies and might do us harm, are not encouraged to come through. If any special case arises at any time, where you think an enemy subject should be permitted to pass through Canada, such a case may always be taken up by correspondence."

The following items in regard to the Panama California International Exposition at San Diego, Cal., may prove of interest to patrons:

The first visiting newlyweds to inspect the San Diego Exposition's Court of Leap Year

were Mr. and Mrs. John Kiphaut of New York City. They gave the beautiful court their endorsement.

A Spanish flag 16 x 10 feet has been received from King Alphonso of Spain by President G. A. Davidson of the San Diego 1916 Exposition. Spain is represented in the exposition by exhibits.

Exhibits of the Smithsonian Institution are to be seen at the Panama California International Exposition at San Diego throughout 1916. They will be found in the Science and Education building, under the direction of Dr. Walter Hough, and comprise one of the many interesting additions to the San Diego Exposition for the year 1916.

With every building crowded with exhibits, new buildings in course of construction, and a special field being built for the display of motor transportation vehicles, the official roster of state, national and county participants at the San Diego Exposition shows nineteen nations, seven western states, two United States territories, and sixteen California counties.

The exhibits of the French government at the Panama California International Exposition were of such great value that the government would not permit them to be sent by freight, but insisted that the two car loads be sent by express under heavy insurance. The Luxembourg paintings, valued at a million dollars, have been on display for several weeks in the Fine Arts building, and the remainder of the French display is installed in the California building,—the only permanent building on the exposition grounds.

A set of rules has been suggested to the San Diego Exposition as fit to govern the activities in the new Court of Leap Year. The young woman who offered them has a keen sense of humor and if for no other reason Exposition officials may consider adopting them.

The suggested rules follow:

1. The Court is strictly for business. Remember there are others waiting. Get it off your chest and move on to any one of the adjoining shady paths for the hand-holding stage.

2. Don't be bashful. Remember the poor boob would probably do the same to you but is scared.

3. If your man attempts to flee, call a guard. None must escape.

4. Proposing to the same man twice in one day is forbidden. If any can resist the first time he doesn't deserve a second trial.

5. No flirting with some one else's "prospect."

6. Every dance a ladies' choice.

7. If partner insists upon "leading" you in dancing, you may leave him.

8. Honeymooners welcome. Special shady paths with arborescences for their exclusive use.

9. Class A, includes girls under 18; Class

B, between 18 and 24; Class C, over 24; old maids over 90 referred to the citrus grove across the street.

Get a Transfer

If you are on the gloomy line,
Get a transfer.
If you're inclined to fret and pine,
Get a transfer.
Get off the track of doubt and gloom,
Get on the sunshine train, there's room—
Get a transfer.
If you're on the worry train,
Get a transfer.
You must not stay there and complain—
Get a transfer.
The cheerful cars are passing through,
And there's lots of room for you—
Get a transfer.
If you are on the grouchy track,
Get a transfer.
Just take a happy special back—
Get a transfer.
Jump on the train and pull the rope
That lands you at the station hope—
Get a transfer.

—Anon.

Armino Conte, the Italian consul at Milwaukee, said the other day:

"The very low exchange from which Italy

has been suffering is not due to any financial unsoundness. It is due to confusion, the confusion that war always causes.

"War causes confusion similar to that in the washroom of the sleeper.

"Some twenty men were hurriedly and confusedly washing in this dark washroom at daybreak when one of them swore and said:

"Oh, thunder! Here I've been washing somebody else's face instead of my own."

"That's nothing," said another man. "You've got nothing to grumble about. The face I was washing bit me."—Chicago Herald.

Away from the Danger

With hopeful hint the farmer's boy

Leaned on his hoe and said:

"The fish is bitin' fiercest kind,
Down by the mill pond's head."

"Don't be afeerd," the farmer said,

Dropping a seed or two.

"Jes' keep on kiverin' 'taters, son,

'N' the fish they won't bite you!"

—Ed Mott, in N. Y. Sun.

"Hey, Moike, and phwat do yez tink of these new sanitary drinkin' cups?"

"Not much, Pat. Soon and we'll have to spit on our hands wid an eye-dropper."—Clipped.

A Get Acquainted Idea

IN order to enjoy a personal acquaintance with the younger officials of all the railroads comprising the Passenger Traffic Club at Indianapolis, Mr. R. A. Hill, Chief Clerk to Division Passenger Agent Harlow, of the Illinois Central, at Louisville, conceived the idea of having the members of the Louisville Passenger Traffic Club make a trip to Hoosierville and indulge in a bowling contest. The idea met with a happy response, Mr. R. L. Murphy, Assistant to District Passenger Agent Morisey at Indianapolis, conducting the negotiations at that end. February 6th was selected for the first contest, which took place at Indianapolis, and sad to relate, the Louisville boys did not win a single victory, her first, second and third teams being forced to succumb to the superiority of the Indiana teams. After the games the Louisville visitors were banqueted at the English Hotel, returning home the same evening.

February 20th saw the Indianapolis aggregation of 28 at Louisville. On

their arrival at 10:50 they were met with autos, shown over the city, and entertained at luncheon, the games following at the alleys of the Louisville Bowling Association. The Kentucky boys did somewhat better at home, as team No. 1 registered two victories, and team No. 4 one victory, the Indianapolis boys capturing the balance of the games. At the Old Inn Hotel a banquet was given, 65 being in attendance. Many of the Assistant General and Division Passenger Agents of all the railroads entering Louisville were on hand to cheer the home boys and meet the visitors. While each and every one of the different lines worked hard to make the affair a grand success, the Illinois Central trio of Messrs. Hill, Murphy and Assistant City Ticket Agent Pearce, of Louisville, put forth special efforts in that direction. The "Get Acquainted" idea was well carried out, so much so that the Louisville boys have already received invitations from Chicago and Cincinnati "railroaders" for games.

FREIGHT TRAFFIC

DEPARTMENT



Import Traffic and Its Peculiarities

By L. L. Purvis, Import Clerk

TO a large majority of the magazine's readers the term "import freight" is, doubtless, a rather vague one, yet the fact remains that this particular business is one of the most interesting and important with which the Traffic Department has to deal, as well as one of the most difficult to solicit, handle, rate and supervise. The difficulties, of course, are due to the great diversity and singularity of the commodities involved, the peculiar and varying conditions under which they are transported, the complex technicalities of the customs regulations, the large number of points of origin, scattered as they are over the whole face of the globe, and the keenness of the competition as between the Atlantic ports and New Orleans.

The Illinois Central management, however, has organized a Foreign Traffic Department, with representatives in London and Liverpool, England; Bordeaux, Havre and Marseilles, France; Hamburg and Bremen, Germany; Antwerp, Belgium; Rotterdam, Holland; Genoa and Leghorn, Italy; Cadiz, Spain; Dundee, Scotland; Patras, Greece; and Havana, Cuba; as well as maintaining special departments in New York, Chicago and New Orleans, devoted exclusively to the solicitation, handling and supervision of this large and growing traffic.

Since the organization of this department, in 1905, import traffic from west-

ern Asia and Europe, including the British Isles, which formerly moved almost entirely via the Atlantic seaboard, has been gradually seeking the port of New Orleans in an ever-increasing volume; this being due partly to the energetic efforts of the various representatives of the Foreign Department here and abroad aided by the co-operation of the domestic soliciting force; and largely to the splendid terminal facilities which the Illinois Central has constructed at Stuyvesant Docks, New Orleans, including miles of covered, water-tight, fire-proof docks, sheds and warehouses which are superior to any in this country.

While New Orleans is, of course, the port of paramount importance to the Illinois Central Railroad, it is not the only one through which imports reach the various distributing centres located on its rails, as there are also large quantities of tea, silk, matting, curios and soya bean oil which move through the Pacific Coast ports and reach the rails of the Illinois Central at Council Bluffs, Albert Lea and other western termini of the road.

An interesting feature of this traffic is the peculiar nature of some of the commodities handled, making it sometimes difficult for anyone without technical knowledge or experience to classify them. For instance, the average reader of the magazine would hardly be

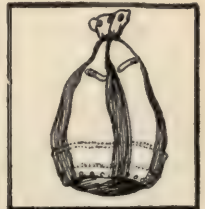
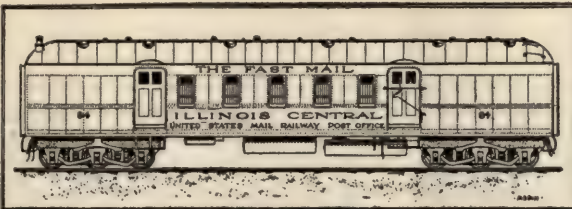
expected to know that myrabolans and divi-divi pods are dried fruit or beans, used for making canning or dyeing preparations; that ixtle and azacatan are fibres, used in making rope or twine; that chicle is the main ingredient of chewing gum; that barytes is a mineral clay, used in making paints; that magnesite is an ore used in making furnace-lining; that quarries are bricks; that cocobolo is a hardwood, "oilman's stores" are pickles and table sauces, etc., etc.; but anyone working in the Foreign Department must not only know what these curious commodities are, but must also know where they originate, from what foreign port they are usually forwarded, their value, how they are packed, by whom they are imported, whether they are dutiable and to what destinations they usually move; all of which knowledge is, of course, necessary to the proper solicitation, handling and rating of the traffic.

All imports destined to points in the United States must be entered at the Custom House at the port of import, i. e., the United States port of first arrival, either for consumption or for immediate transportation in bond. New Orleans is, of course, the port of first arrival on shipments from foreign countries received at that port. When a consumption entry is desired, the duplicate stamped consular invoice (or, in lieu thereof, quadruplicate consular invoice bearing notation that the Consul's stamp has been applied on duplicate invoice of same issue) and the original invoice, together with the amount of duty (if the goods are dutiable) must be surrendered with the consumption entry to the Custom House. When the importation is valued at less than one hundred

dollars, no consular invoice is necessary, the original bill-of-lading and a certified invoice being all that is required. When an entry is to be made for immediate transportation in bond, there must be surrendered to the Custom House at the port of New Orleans, with the entry, the duplicate stamped consular invoice (or, in lieu thereof, the quadruplicate consular invoice, as above) and the duplicate signed bill-of-lading. These documents, surrendered in connection with the I. T. (Immediate Transp'n) entry, are forwarded by the New Orleans Custom House to the Custom House at the interior destination, where they can be used by the consignee in making the final or consumption entry, he paying the duty (if the goods are dutiable) to the Customs officer at such point of destination. All importations arriving at an United States port which are not covered by a customs entry within forty-eight hours after discharge of vessels are taken possession of by the Customs authorities and placed in United States bonded warehouses.

The Illinois Central has a bonded Customs Agent at New Orleans, whose entire time, together with that of his staff, is devoted to taking care of all these customs details for the convenience of the Company's patrons.

It will be quite apparent, from a perusal of the foregoing, that the handling of this particular traffic, with its infinite variety and its ramifications reaching to every quarter of the globe, never becomes monotonous, but, on the contrary, is a constant source of interest to those handling it, as well as a constantly increasing source of revenue to the Illinois Central.





The Cairo Bridge

THE Cairo Bridge crosses the Ohio River about three miles above its junction with the Mississippi River at Cairo, Illinois. It is a single track structure consisting of the bridge proper and the Kentucky and Illinois approaches. It was built by the Illinois Central Railroad Company and the old Chicago, St. Louis and New Orleans Railroad Company in the years 1887, 1888, 1889 and 1890.

The construction of a trunk line of railroad connecting the region of the Great Lakes with the Gulf of Mexico was encouraged by Acts of Congress as early as 1848. In 1851 the Illinois Central Railroad Company was chartered by the State of Illinois for the purpose of building a line north from Cairo. In the same year, at a popular convention in New Orleans, resolutions were adopted requesting the States of Louisiana, Mississippi, Tennessee and Kentucky to aid in the establishment of a line north from New Orleans, and in 1852 and 1853 the New Orleans, Jackson and Great Northern R. R. Co. extending from New Orleans north to Canton, Miss., and the Mississippi Central Railroad between Canton and Jackson, Tennessee, were chartered by these states.

In 1872 the Mississippi Central Railroad was extended to Fillmore, Kentucky, a point nearly opposite Cairo and a transfer ferry was established between these points.

The first definite action relative to bridging the Ohio River was taken in 1879 when soundings, surveys and estimates were made under the direction of Mr. A. W. Ackerman, President of the Illinois Central Railroad Company.

On March 29th, 1886, the State of Kentucky approved an Act authorizing "The Chicago, St. Louis & New Orleans Railroad Company and the Illinois Central Railroad Company or either of them separately, to build and maintain a railroad bridge across the Ohio River." In 1877 the New Orleans, Jackson and Great Northern and the Mississippi Central Railroads had been sold under foreclosure to corporations which consolidated under the title of the Chicago, St. Louis and New Orleans Railroad Company. After this act was formally accepted in 1887 work was started and plans for the entire work were prepared. The first work actually done on the bridge was on the caisson for Pier XI, which was begun July 1st, 1887. The bridge was completed for traffic in October, 1889, but was not finally turned over to the Operating Department until March 1st, 1890.

The total length of the bridge and trestle approaches as originally built was 20,461 feet or about 3 7/8 miles, and was divided as follows:

The Illinois approach was made up of 5,307 feet of timber trestle, one 106.25-foot deck span, seventeen 150-foot and two 249-foot deck spans. The total length of the approach was 8,472 feet.

The bridge proper, 4,137 feet in length, consists of seven 400-foot and two 518.5-foot through spans and one 249-foot deck span. These spans rest on ten dimension stone masonry piers with pneumatic foundations and one masonry pier on a pile foundation.

The Kentucky approach consisted of a steel viaduct similar to the Illinois approach, and timber trestle. There were



*Illinois Central R.R.
Bridge across Ohio R.
at Cairo Ill.*



twenty-one 150-foot and one 106.25-foot deck spans in the viaduct and 4,594 feet of trestle, the total length being 7,852 feet. The two 249-foot spans of the Illinois approach rest on masonry piers with pile foundations and the remaining steel spans of both approaches were built on steel cylinder piers on piles. The timber trestles were filled as soon as the bridge was completed.

The steel structure 10,560 feet in length was at that time the longest metallic structure over a river in the world. The bridge proper is on a level grade and is straight. It crosses the river practically at right angles. On each approach there is a fine degree curve, there being 90 degrees of curvature on the Kentucky approach and 96 degrees 45 1-2 minutes on the Illinois approach. The curved portions are on .56 per cent grades and the tangent portions on .75 per cent grades, the grades running down toward the ends of the earth fills at each side.

The bridge was built conformed to the law demanding a clearance of 53 feet above high water. The variation between high and low water as assumed by the engineers was 51.2 feet, making the lowest steel 104.2 feet above low water. The deepest foundations are 76 feet below the low-water line and the vertical distance between the lowest point of the foundations and the highest point of the steel work is 248.9 feet.

In 1906-07 all of the steel viaduct of the Illinois approach was taken down except the two 249-foot spans, and a 50-foot double track deck plate girder span was put in at the end of the north deck span. The steel spans taken down were replaced by a double-track earth fill and the earth fill of the Kentucky Approach was made double-track at the same time. As it now stands the bridge is a single-track steel structure 7,954 feet or 1.51 miles long, with a double-track earth fill up to each end.

The trusses were originally designed for a moving load of 3,000 pounds per lineal foot and the floor system for a uniform load of 5,000 pounds per foot. These assumed loads were far in excess of the actual weights of any engines then

operated and were considered high enough to take care of any probable increase in weight. Owing to increased traffic conditions, heavier engines, such as Mikados, have been designed which exceeded the assumed loads and because of the fact that the lighter engines could not haul as heavy loads as the Mikados the larger trains had to be broken up in some cases. This condition was so unsatisfactory that an investigation was made to ascertain the practicability of reconstructing the bridge to accommodate the use of 230-ton Mikado engines. Plans were prepared at once and work was started on the Kentucky Approach October, 1914.

The floor systems of the 249-foot spans and of the through spans were reinforced by means of an additional stringer on the outside of each of the original track stringers. Needle beams were suspended from the new auxiliary stringers, at their quarter points. By means of shim plates the track stringers were brought to a bearing on the needle beams, thus cutting down the effective span of the track stringers. This arrangement also helped out the floor beams as the new stringers were put outside the old ones, which reduced the distance from the center line of truss to the point where the stringer load was transferred to the floor beam.

The trusses on the through spans were strengthened by the addition of 2 by 2-inch square counterbars. These bars were attached, on the center line of the truss, to the pin of the lower chord and middle points by means of U-shaped bars and clevises. At the upper chord points the connection was made with a stiff bracket riveted to the bottom of the top chord and to the sides of the vertical posts. The counter-rod was attached to this bracket by means of a clevis and pin.

All of the adjustable counters of the bridge were originally provided with closed sleeve nuts. At the time of the reconstruction work the condition of many of these sleeve nuts was bad, making it hard to keep the bars in adjustment. A detail was devised whereby

the sleeve nuts were adjusted and a rigid splice connection was riveted over each sleeve nut, thus eliminating any danger of the bar losing its adjustment.

In many of the hip verticals, consisting of two bars, one bar was found to be loose. As there was no method provided for adjustment a clamp consisting of two flat bars connected with bolts was put on in each case and the bars drawn together until both were tight. This proved to be a very effective way to make each bar take its share of the load.

Additional sway bracing and lateral rods were placed on the deck spans to make them more rigid and various other points on the structure were strengthened by the addition of detail material. This ingenious design for strengthening this structure was worked out by the consulting engineer of bridges, Mr. J.

M. Johnson, and carried out under the supervision of himself and the engineer of bridges, Mr. Crawford.

The work was done by the floating bridge gangs of the Illinois Central Railroad with their regular equipment. Two of these gangs were on the bridge most of the time and at one time there were over one hundred men at work, using four air compressors. Modern methods were employed on this work throughout, all cutting of old material being done by oxy-acetylene torches.

Field measurements were taken where it was thought there would be any danger of the new material not connecting well with the old steel and no trouble was experienced in this respect. The work of reconstruction was completed in April, 1915, and the Mikado engines were started over at once.

The Robbins Table Company Is Evidently Disposed to Treat Transportation Lines Fairly as the Attached Letter Will Indicated

Owosso, Mich., March 6, 1916.

James Ryan & Son,
New Holland, Ill.
Gentlemen:

Your favor of March 3rd received, from which we are sorry to note that one of the tables in the last shipment reached you in damaged condition. Just as soon as this arrives, so that we may know what it is, we will send you another one to take its place. We run low on Yellow Pine, which is very hard to get just now, and this shipment was crated with Hemlock, so that we do not think the fault really rests with the railway company and as we desire to be fair with every one, would prefer under the circumstances to stand this loss ourselves, so will prepay the freight on the return shipment to you and if there has been any other expense this can be charged to us and deducted from remittance. Under these conditions you will not need the original bill of lading.

Trusting this manner in handling the proposition will meet with your approval, we remain,

Yours very truly,

ROBBINS TABLE CO.,
J. H. Robbins.

JHR/CL



LOSS & DAMAGE BUREAU



THE question of proper billing of all freight to agree with the original bill of lading given to the shipper is one that should not have to be touched upon in connection with the different items of expense to the company, for it should be assumed that this feature would be so performed as to insure its being correct.

One of the most difficult matters to explain satisfactorily to our patrons, and one which very often cannot be explained, is our failure to deliver their shipments at destination in accordance with a bill of lading which they hold—within a reasonable length of time, and such failure often results in bitter feeling toward the carrier by the public, which seriously affects future business.

For instance we have a case where a car was billed by shipper to Lowell, Mich., and bill of lading was issued accordingly. Subsequent to the time that car left point of origin a wire was received from the billing Agent that car was waybilled showing destination Lowell, Mass., requesting that instructions be placed to have billing changed to Lowell, Mich., sending car to that point under protection of through rate from point of origin. Car had left our rails en route to Lowell, Mass., and succeeded in arriving at that point over a route other than we had supposed it would travel, there being no routing instructions of course shown beyond connecting line to whom the car was delivered by us. The result was that we were forced to assume the entire expense incident to the movement of the car to Lowell, Mass., and return, we receiving only our portion of the through rate from point of origin to Lowell, Miss., which did not take care of the loss that we were forced to assume. Our patrons of course were only

interested to the extent of having the car arrive at its correct destination within a reasonable length of time, as they cannot be expected to assume any responsibility in connection with the transportation of their shipments.

Another recent case pertains to the improper billing of a car, which involved an excess haul of ten hundred and ninety-four miles, resulting in a delay to the car of some nine days, to say nothing of the expense of handling the car while out of route.

Closely related to the question of improper billing is failure to complete diversion instructions as accepted from our patrons. These instructions are accepted with an understanding that every possible effort will be made to reconsign the car en route in accordance with request as received, and if we conduct an intelligent handling in each case we will not be subjected to any criticism, even though the diversion cannot be made. The following case, however, is one that creates a poor impression on our patrons, suggesting to them perhaps that our general efficiency in connection with any subsequent business that they might favor us with should be measured by a similar case that they had experienced.

Car originated off our line, destined to a point off our line, we being only intermediate carriers. Shipment was moving under order bill of lading, which was surrendered to us three days prior to receipt of the car from our connections. Instructions were immediately placed with our Agents at points of reconsignment, giving complete reference as to the billing under which car was moving, as well as the desired change. Having no advice with a reasonable length of time from

any of the Agents informed, repeated our instructions, knowing that ample time was given to admit of no failure to so carry out. The result was that car was given to the connecting line by us as originally billed, and was received at destination in accordance with the original billing instructions, from which point it was of course necessary to forward, after considerable delay, to the destination requested by the shipper at time of surrender of original bill of lading.

Another case of improperly handling reconsignments, is shown by an Agent accepting diversion orders from a shipper several days after the car had left his station, issuing a new bill of lading in accordance with the desired change. Every possible effort was made to effect the diversion en route, but while our handling was without fault, the car traveled to the original destination. The shipper, however, had in his possession bill of lading calling for de-

livery of the car at another destination, which involved considerable haul, the expense of which the carriers could not rightfully assume. This of course resulted in a very sensitive situation for all concerned, causing a delay to the car as well as a feeling of acrimony with the shipper, all because our Agent and representative of this company promised something which was not within our physical power to do.

Large amounts are being expended account loss and damage to freight through delays, and while of course we do not guarantee to provide any definite time for the delivery of shipments at destination, we do presume to handle all shipments our patrons favor us with in an intelligent manner, without unavoidable delay, and without negligence. Since the advertisement to any and all business is reckoned by the efficiency known to exist by the people coming in contact with the dealings of such companies—

Governmental Requirements—Seals

1. Para. 2, Section 14, Regulation 25 of Order No. 211 of the Bureau of Animal Industry, U. S. Department of Agriculture, reads:

"In case of wreck or other extraordinary emergency, the department seals on a car containing any inspected and passed meat or product may be broken by the carrier, and, if necessary, the articles may be reloaded into another car, or the shipment may be diverted from the original destination, without another shipper's certificate; but in all such cases the carrier shall immediately report the facts by telegraph to the Chief of the Bureau of Animal Industry, Washington, D. C. Such report shall include the following information:

- (a) Nature of the emergency.
- (b) Place where seals were broken.
- (c) Original points of shipment and destination.
- (d) Number and initials of the original car.

(e) Number and initials of the car into which the articles are reloaded.

(f) New destination of the shipment

(g) Kind and amount of articles.

2. Excerpt from Customs regulations relative to seal protection of bonded freight:

CUSTOMS SEALS.—Agents, upon receipt of cars containing bonded freight, must examine Customs seals or locks to determine whether or not fastenings are intact. If found broken or tampered with, car should be sealed with station seal and facts, including old and new seal numbers noted on way-bill. Agent at destination of way-bill will make report to the Chief Officer of the Customs at the destination of the car. **CUSTOMS SEALS** must not be broken for any purpose except under the immediate supervision of a Customs Officer, unless wreck or other emergency necessitates transfer of lading.

From the
Law Department

Biographical Sketch No. 21



Benjamin F. Ayer.

THE chief legal adviser of the Board of Directors and executive officers of the Illinois Central Railroad Company from November 27, 1876, to December 1, 1901, was Benjamin F. Ayer. That perhaps was the most important quarter of a century in the company's history. He entered the service of the road on the former date, in the fifty-second year of his age, already known as one of the ablest and most accomplished lawyers at the American bar, and retired voluntarily from active duty November 30, 1901, acknowledged, even by the most successful of his contemporaries in the profession, as one of the great lawyers of his time. About five feet ten inches in height, of sturdy build, with large well-formed head, regular features, blue eyes—very slightly prominent, brown hair—always cut close and even in his later years not entirely gray, smooth shaven—save sometimes a close-cropped moustache, always well groomed and neatly and quietly attired, his appearance was distinctly that of the American gentleman of refinement and culture. When silent his habitual poise was expressive of thought and reserve power. In conversation, animated and entertaining, and indeed a charming companion, his most marked characteristic was dignity, a dignity that was never simulated, but arose from strength of character and was sustained by mental endowments and training that brought him unconscious deference, whatever the company. Free from extravagance and excess, his tastes and habits simple and scholarly, his mind cultivated and stored by thorough research in various fields of literature and science, his private life singularly happy, to the end of his active years he pursued his labors with a composure and peace of mind that contributed in no little degree to the accuracy and soundness of his work, and more especially of his legal opinions. It was largely therefore, that at the close of his career the board of directors of the Illinois Central Railroad Company was able to say officially of him "During the twenty-five years that have since elapsed, the board of directors and officers of the company have relied in perfect safety upon his opinions." It was in part due, also, to each, the type of man, the natural quality of mind, and thorough preparation and fullness of experience at the bar before coming to the service of the company.

Of English ancestry whose descendants included also Lewis Cass and Daniel Webster, he was born April 22, 1825, in southeastern New Hampshire (Kingston, Rockingham County), educated in the public schools of his native town, prepared for college at Albany Academy, Albany, N. Y., graduated from Dartmouth College, Hanover, New Hampshire, with the degree of Bachelor of Arts, in the class of 1846,

studied law for two years at Manchester, heard the lectures in the Dane School of Law of Harvard University for one year, was admitted to the bar July 1, 1849, and entered practice at once at Manchester, New Hampshire, then the metropolis of that state. He gave some assistance for a time in the editing of a newspaper there, and in 1853, was elected to the New Hampshire legislature, served as speaker of the house before he was 30, and on retiring was appointed prosecuting attorney of Hillsboro County, which then included Manchester, served until 1857, and then resigned and came to Chicago.

Admitted to the Illinois bar May 15, 1857, he entered practice at once, with office at 81 Marine Building, corner Lake and LaSalle streets, Chicago. Melville W. Fuller, later Chief Justice of the Supreme Court of the United States, a native of Augusta, Maine, and eight years Mr. Ayer's junior, had preceded him to Chicago by eleven months, and on Mr. Ayer's arrival was employed in an office at 40 South Clark street, or less than two blocks away. The acquaintance then formed between the two ripened into a friendship that continued through life.

In 1861, or some four years after his arrival, Mr. Ayer was appointed Corporation Council of the city of Chicago, and, while serving in that capacity, drafted the city charter adopted in 1863. After some five years in that office, he returned to private practice. At that time he formed a partnership with Thomas Hoyne, Sr., and later Oliver H. Horton, subsequently one of the justices of the Appellate Court, was admitted as a member of the firm, which was thereafter known as Hoyne, Ayer & Horton. A year later Mr. Ayer went into partnership with Judge Corydon Beckwith, under the name of Beckwith & Ayer, a firm often mentioned by later-day leaders of the Illinois bar as the strongest law firm the State of Illinois has ever had. Later the firm became Beckwith, Ayer & Kales. Subsequently Judge Beckwith withdrew, and the firm became Ayer & Kales. From May 15, 1857, the date of his admission to the Illinois bar, to November 27, 1876, when he gave up his private practice to devote his entire time to the business of the company, Mr. Ayer appeared in more than eighty cases that were heard and disposed of in the Supreme Court of Illinois, and reported in the Illinois Reports. Necessarily many questions were involved in those cases, and some were of major importance. Mention may be made of the suit of Madison Y. Johnson v. J. Russell Jones, Elihu B. Washburne and others (44 Ill. 142), which involved questions of right to personal liberty during the early days of the Civil War, prior to the suspension of the writ of habeas corpus; the consolidated cases

of Kingsbury v. Burnside and Buckner v. Kingsbury (58 Ill. 310), involving title to property of the value of more than \$500,000 held in trust by Lieut. Henry K. Kingsbury, of the 5th Regiment of the United States Artillery, for his sister, the wife of General Simon B. Buckner. Lieut. Kingsbury was killed in the battle of Antietam, and had disposed of the property by will, insufficiently executed, in which he had named General Ambrose E. Burnside, as one of the executors. The suit effectuated in part what was intended to be done in a will made in haste by Lieut. Kingsbury as he was leaving Fortress Monroe for the front, never to return. Mention may also be made of the case of Rawson v. Rawson (52 Ill. 62) which involved the question of the effect of a will giving the testator's property to his "heirs," without other designation. The writing was held inoperative.

But Mr. Ayer's principal monument is to be found in the results of the work he did in the years of his service with the company, from his fullest maturity until his death. The evidences of that work, in part, are contained in the records of the company, and particularly in documents reproduced in the volumes known

"*Laws and Documents of the Illinois Central Railroad Company.*" and in the records and opinions of the courts in the cases in which he appeared.

The impression he then made upon men and the standing accorded him by them are fairly indicated by the recommendation of the "Foreign Delegates," made a short time after he entered the service. As already noted, Mr. Ayer came to the company November 27, 1876. At that time more than 150,000 shares of the company's stock were owned in England, and more than 77,000 shares in Holland, while only about 56,000 shares were owned in the United States. At a meeting held in London within two months thereafter, the British shareholders, acting in conjunction with representatives appointed for the Dutch shareholders by the "Administration Office for American Railroad Securities in Amsterdam," selected a joint committee to look after their interests in the company; and that committee then selected two distinguished delegates to visit America and investigate and report to the foreign shareholders on the condition and management of the road. After careful inspection of the road itself and inquiry into the financial affairs of the company, those delegates advised, among other things, that more persons residing on the line of the road be elected directors of the company, and that "Mr. Ayer, the legal adviser of the company at Chicago," be chosen as one of those directors; and, they so reported to the English and Dutch shareholders. Mr. Ayer was elected a director of the com-

pany April 25, 1877, and served in that capacity until his death, more than 26 years thereafter, and during all that time held the proxies and voted the shares of many of the foreign shareholders.

Another incident may be mentioned. When Mr. Ayer was suggested for the office of Corporation Counsel, or as it was then called, City Attorney, according to the files of the Chicago Tribune of that time, one of the aldermen remarked in the city council: "I see no objection to Ayer, except that he is a Democrat, and that is overshadowed by the city's need for a good lawyer."

When Mr. Ayer came to the Illinois Central Company near the close of the year 1876, the company owned only the original charter line, comprising 705.5 miles of road; and in addition thereto, operated under lease only the Dubuque & Sioux City Railroad, and its leased line the Cedar Falls & Minnesota Railroad, comprising together 402.16 miles of road. So that the company was then operating in all only 1,107.66 miles of railroad, lying entirely in two states, Illinois and Iowa. At that time the total capital of the company (stock and funded debt) was \$39,662,000. When Mr. Ayer resigned 25 years later, the company owned 4,265.5 miles of road extending through or into thirteen states, and the aggregate of its capital stock and funded debt was \$204,797,925. That is, its capital had increased to more than five fold and its mileage to more than six fold. And the same general officers were then operating also, the Yazoo & Mississippi Valley Railroad, comprising 1,090.72 miles.

Incorporation of railroad companies, and bridge companies, consolidation of railroad companies of the same and also of different states, supervising the acquisition by purchase, in various forms, of the property of other railroad companies, and the leasing of the property of others for long periods of years, the preparation of bonds and deeds of trust for many and large bond issues, the preparation of construction, traffic and trackage agreements, the preparation of contracts with telegraph, sleeping car and express companies for the use of the property and facilities of the company, the preparation or examination and approval of contracts with companies and individuals for use of the company's way lands, and advising the board of directors and officers of the company as to its corporate powers and rights, are only some of the things that engrossed his mind during those busy years.

It was no idle encomium which at the close of his career was entered officially on the minutes of the company. With analytical mind, sound judgment, wide experience and the cultivated habits of close attention and industry, he had compelled

the tribute, possibly the highest that can be paid a lawyer, that his counsel had always been safe.

Among his cases may be mentioned *People v. I. C. R. R. Co.*, 16 Fed. 881, further reported as *State v. I. C. R. R. Co.*, 33 Fed. 721 and 730, and as *I. C. R. R. Co. v. Illinois*, 146 U. S. 387, and as *People v. I. C. R. R. Co.*, 91 Fed. 955, and as *Illinois v. I. C. R. R. Co.*, 184 U. S. 77, collectively known in Chicago as "the Lake Front Case," and involving the title to certain lands lying under water and to certain reclaimed grounds occupied by the company, on the shore of Lake Michigan in the city of Chicago. Likewise the case of *Baltimore & Ohio & Chicago Railroad Company v. I. C. R. R. Co.*, 137 Ill. 9, which involved the question of right of the Baltimore & Ohio Company to retain station grounds in the yards of the Illinois Central Railroad Company in Chicago; and that of *I. C. R. R. Co. v. C. B. & N. R. R. Co.*, 122 Ill. 473, which involved the right of the latter company to condemn and take many miles of way lands of the Illinois Central Railroad Company between Galena and East Dubuque, Illinois.

Among the lawyers whom he met in legal controversies may be mentioned W. C. Goudy, Melville W. Fuller, A. M. Pence, Murray F. Tuley, Edwin Walker, Robert G. Ingersoll, Lyman Trumbull, Emory A. Storrs, Frederick S. Winston, Lloyd W. Bowers, William D. Guthrie and Joseph H. Choate.

William C. Goudy, famous as one of the first lawyers of his day, gave a just estimate of Mr. Ayer's professional reputation and attainments, when he wrote:

"Benjamin F. Ayer has stood in the first rank of Chicago lawyers for more than thirty years. Nothing is allowed to divert him from his profession. . . .

The most remarkable is his ability to make a connected and logical statement of his case to the court. This is done in language which cannot be misunderstood, and when presented orally, it is with a clear voice and proper emphasis, giving the greatest pleasure to the listener. The manner is one of honesty and candor, that leaves no doubt of his own convictions."

In 1902 Edwin Walker, long one of the leaders of the Illinois bar, remarked to the writer: "I came to Chicago in 1865, and in my day there has never been a lawyer here that Benjamin F. Ayer was not perfectly qualified to meet, in every way."

John M. Palmer, ex-governor of Illinois and ex-senator from Illinois in the Senate of the United States, writing in 1899, spoke of Mr. Ayer as "one of the most accomplished lawyers that ever practiced at the Chicago bar."

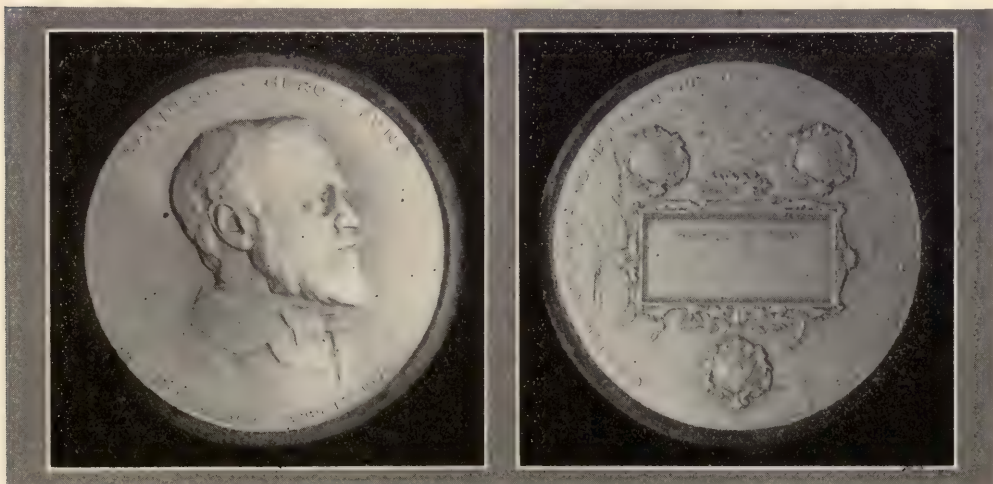
Mr. Ayer was one of the founders of the Sons of New Hampshire, organized in 1889, and for two years was president of the organization. He was a member of the Chicago Historical Society, Chicago Law Institute, Chicago Literary Club and the Chicago Club; and he was also a member of the Chicago Bar Association, and in 1875 was its president.

In 1878 Dartmouth College conferred upon him the degree of Doctor of Laws.

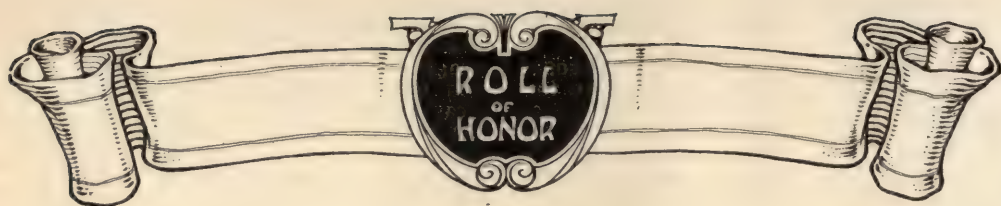
He was married January 29, 1868, to Miss Janet Hopkins, a daughter of James C. Hopkins of Madison Wisconsin, later Judge of the District Court of the United States.

On April 6, 1903, after a life singularly free from physical ailments and discomfort, he succumbed to a brief illness. Mrs. Ayer, a son and three daughters survive him.

Chicago, April 3, 1916. George C. Otto.



ABOVE IS FOUND A REPRODUCTION OF THE CARNEGIE HERO MEDAL AWARDED TO HAROLD W. SNOW, SECRETARY TO GENERAL SOLICITOR BLEWETT LEE.



| Name | Occupation | Where Employed | Service | Date of Retirement |
|-------------------------|-------------------------------|----------------|----------|--------------------|
| Martin Irvin | Crossing Flagman | Mayfield | 44 years | April 30, 1915 |
| Andrew Compton | Section Laborer | Colfax | 33 years | Nov. 30, 1915 |
| Leopold Deschynck | Carpenter | Burnside | 16 years | Jan. 31, 1916 |
| Matthew Morgan | Car Repairer | Chicago | 24 years | March 31, 1916 |
| Edward J. Robbins | Foreman | Clinton | 41 years | March 31, 1916 |
| Robert Holmes (Col.) | Switch Tender (Y. & M. V.) | Memphis | 49 years | March 31, 1916 |
| Thos. R. Anderson | Engineman | Canton | 18 years | Nov. 30, 1915 |
| Stephen Hogan | Crossing Flagman | Normal | 58 years | Oct. 31, 1915 |
| Lemuel A. Parker | Laborer | Clinton | 16 years | Jan. 31, 1916 |
| Thomas Hails | Baggageman | Centralia | 47 years | March 31, 1916 |
| Septimus Davies | Gang Foreman | Burnside | 23 years | March 31, 1916 |
| D. C. Einfeldt | Carpenter | Kankakee | 29 years | April 30, 1916 |
| Burton E. Nichols | Commercial Agent | Sioux City | 46 years | April 30, 1916 |

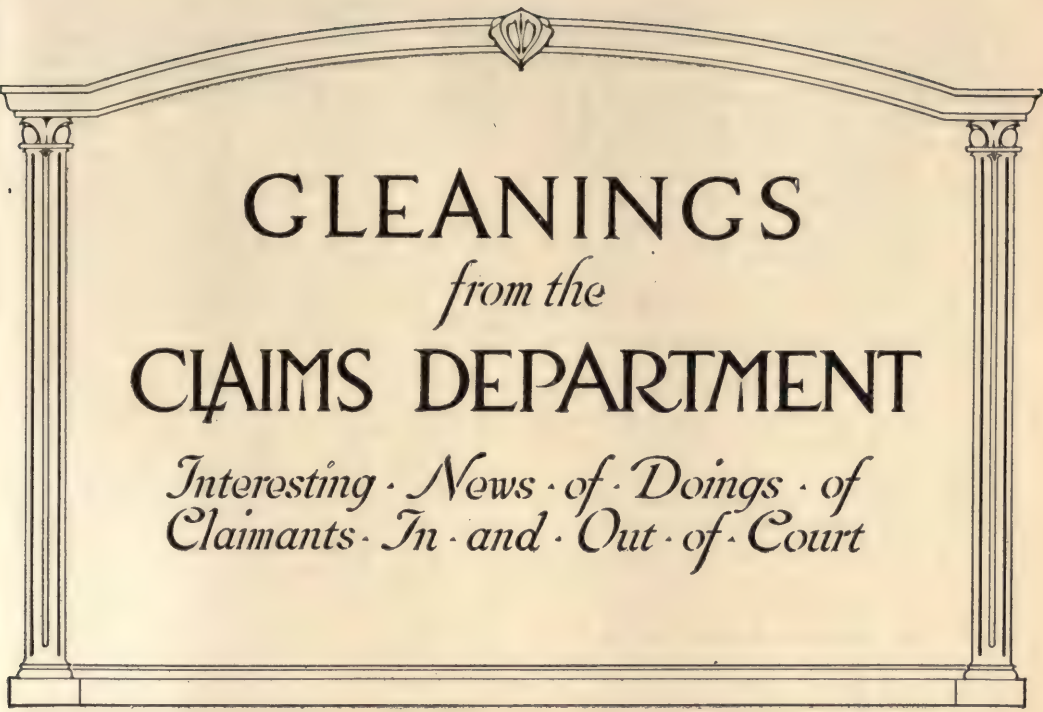


JOSEPH B. KELLY.

JOSEPH B. KELLY.
MACHINIST Handyman Joseph B. Kelly was born February 23, 1853. He entered the service of the Illinois Central Railroad Company in November, 1875, at Dubuque, Ia., and was in continuous service at that point, until retired with pension, October 31, 1915. Always a loyal, hard working employe with the company's best interests foremost in his mind, and his willing and pleasant disposition, made "Old Joe" as he was called by all who knew him, many friends, who will be glad to hear that the Company has placed him on the "Honor List" with a pension, which shows that his long and faithful service has been appreciated.



TICKFAW, LA.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Efforts to Reduce Accident

THE great efforts being made by the management of this Company to prevent personal injuries and the suffering which invariably follows, not only upon the part of the injured person but those who love that person, are not generally known, and perhaps all that is being done along this line can never be generally known. It would be a big task for one division organization to acquaint another division organization with all that it is doing, and to acquaint all of the other divisions would be impossible. If all the letters written by the division officers of the Kentucky Division, in a single month, to people living along the line, about simple questions of safety and the importance of taking precautions in the vicinity of railroad tracks, were printed they would fill the magazine from cover to cover. If an effort were made to secure a report of all that is said

about safety measures by the officers and employes of the Kentucky Division during a single month, no magazine published would be large enough to accommodate the report. To give some idea of what is being done by the Division to prevent accidents, we will quote just one letter. It was written by Trainmaster James, of Louisville, to Misses Cummings and Mansky at Valley, Ky., under date of the 11th ult. The letter read as follows:

"It has come under my observation that a number of children between the ages of 7 and 14 are using the railroad tracks in going to and from the schools at Valley. It is very dangerous for anyone to walk along the right of way, as we cannot tell when a car might break down, a large lump of coal, heavy piece of timber or machinery roll off, or a car door drop, and should something like this occur while these children are so close

to a train they would be injured or killed. I know that you love these children, and their fathers and mothers love them, and it would be a great calamity if one of them should be killed, especially if no one had called their attention to the danger. I would ask you to talk to these children and their parents, and ask them not to walk on the right of way. If I can be of any assistance to you, I will be glad to do what I can."

What is being done on the Kentucky Division is true of all the other divisions of this system. In spite of this we presume uninformed people, those who know not of what they speak, will continue, whenever an accident does occur, to howl about the "soulless corporation." If the people living along the Illinois Central System could be induced to take half as much interest in the prevention of accidents as the management of the Company is taking, there would be a very substantial decrease in the number of casualties which we are monthly compelled to report.

PROMPT SETTLEMENTS BY Y. & M. V.

Speaking of the prompt settlement of damage claims by the Y. & M. V. railroad, the *Greenwood News* said: "H. W. Hagan, Claim Agent for the Y. & M. V. immediately hunted all the injured people and gave all the assistance possible and very promptly settled all claims for damages, except those of Mr. and Mrs. Eubanks, with whom he could not settle until it is determined just how serious their injuries may prove. This prompt settlement is a splendid indication that the railroad company is willing to do the right thing, when to blame for any accidents." Furthermore, "this prompt settlement is a splendid indication" of the teachings of the school of experience. Time was when the "claim agents" pursued a policy of wearing out claimants by pettifoggery delays and niggardly offers of compensation for damages. That such custom no longer obtains is a tribute to the good in the "ambulance chasers"—the "damage suit lawyers." Having taught the railroads that their true policy

is square dealing and prompt settlements, the said roads are proving to the public that acceptance of fair offers and immediate payments is better than law suits.—*Vicksburg Herald*.

DOG SUITS

The damage suit industry takes in almost every form of known or imaginary damage done by railroad companies but there is one class of claims which this company continues to frown upon with fair success and that is claims for dogs killed on the track. In the first place, notwithstanding wars, pestilences, high cost of living, etc., the supply of canines continues to more than meet the demand so that the few, who are so lacking in sagacity as to permit themselves to meet such an untimely end, are not greatly missed; and, secondly, there are not as yet many people who believe that railroads should fence dogs off the track or operate their trains so as to avoid striking them.

Occasional recoveries have been had through the courts but they have been almost entirely due to local conditions. The unpopularity of this class of litigation is evidenced by the fact that the railroads can win such suits even in justice courts. A suit in a justice court at Merigold, Miss., to recover \$75.00 for a dog said to have been killed by a Y. & M. V. train, was recently tried and the justice found for the company.

The lasting and undying affection of a man for his dog and the dog for his master, has afforded many writers an opportunity too display their prowess in the realms of sentiment but it would seem that people in general, as well as the courts, are of the opinion that a dog's value is largely sentimental, therefore cannot be measured by the railroad's money. If the dogs themselves were permitted to vote on the subject, their widely heralded intelligence would undoubtedly assert itself and the question would be overwhelmingly defeated as they would surely realize that to establish any general, widespread practice of gainful law-suits in such instances would make canine

existence within twenty-five miles of a railroad intolerably precarious.

VERY CLEVER, MR. STEWART

Claim Agent George Mixon received a letter from a citizen of Gullett, La., presenting claim for a hog killed. Mr. Mixon promptly took up with the section foreman in charge of the section where the animal was struck and secured a report, but he was still short report from the engineer of the accused locomotive. After some investigation, Mr. Mixon learned that Engineer Alex Stewart was at the throttle and for some unaccountable reason had failed to make the usual report. He wrote Mr. Stewart and received reply, dated the 13th ult., which we quote in full:

I much regret to say, while nearing Gullett the other day. I saw approaching towards the track, a measly looking razor back.

He was both thin and woebegone; he seemed reduced to skin and bone. His looks and movements both implied that he intended suicide.

The fireman looked and gave a yell, then pulled a racket from the bell; but all in vain, the razor back still came a-hiking up the track.

I seized the cord that sounds the quill and blew some blasts both loud and shrill; I tried the air, applied the sand, and did all things at my command; it was of no avail. I hit that hog about the tail, and honestly, to you I swear, that hog went twelve feet in the air.

He landed on his back "kerplunk" and lay there like a pile of junk.

Oh, woeful tale, Oh, sad to tell, we marked the spot whereon he fell, and raised this legend by the track,
"HERE LIES A FOOLISH RAZOR BACK."

THE LIVE STOCK QUESTION

One of the foremost questions of the hour at this time is ways and means to prevent killing of stock on the waylands. Fences are being built where they will do the most good and a persistent and constant campaign is being

kept up on each division to induce section men to maintain them and keep gates closed. Section men, as well as station employes and all others, are being urged to watch for stock, and when found near the track to drive it off. Engineers are directed to exercise the utmost care to prevent striking stock. Personal visits have been made by officers and employes to the owners of stock, and letters written them, asking that they co-operate by keeping private gates closed and their stock up or at least away from the track. Every practical means is being employed to reduce this evil and its menace to the lives of passengers and train employes.

The trouble is especially hard to alleviate because it has so long existed that it has almost universally come to be accepted as one which could not be corrected.

There are parts of the country where stock owners could not sleep if they knew their stock was out and likely to get upon the track and be killed, but in some sections along the Southern Lines insomnia would be a prevailing disease with owners of live stock if they had knowledge that their stock was out and near the railroad.

Improvement cannot be accomplished solely by the Company and its employes. If stock does not get on the track it will not be struck by trains. Therefore, the simplest means of eradicating this trouble is to keep the stock off the tracks, and to do this the officers and employes of the Company must have the hearty co-operation of the owners of stock along the Company's line. As a large percentage of the stock is struck on highway crossings and within station limits where fencing is impracticable, the building of fences will only eliminate it in part, but if owners will keep their stock up, or at least away from the track, the difficulty will be solved, train operation will be made safer and more efficient and the stock raising industry will be greatly improved.

Every employe of the Company who is in position to do so should enlist in

this campaign, not only by preventing the striking of stock where possible, or in driving it off the track, but also in creating public sentiment against a practice both dangerous and wasteful.

ANOTHER TRESPASSER CASE

At the recent term of the Tallahatchie County (Miss.) Circuit Court, several small personal damage suits were disposed of, only one being tried. That was the suit of Clarence B. Johnson, minor, by next friend, for \$10,000. Johnson claimed he was working his way on a freight train and while attempting to board the train at Askeew, fell, because of a missing grab iron, and was seriously injured. Nothing was known of the occurrence until institution of suit, when it was found the boy was simply beating his way on the train, slipped and fell. The flagman, L. W. Deeson, who has since died, was the only member of the crew who knew anything about the occurrence and he simply saw the boy on the ground, crawling away from the train, but did not have any idea that he was injured. Fortunately, outsiders were found who witnessed the occurrence and when the facts were fully shown upon the trial, the court instructed a verdict for the Company.

The trespasser evil is a great tribulation to railroads. Under the law of Mississippi, the railroads are held to almost as high a degree of care of trespassers as they are of employees or passengers, while the percentage of injuries to the total number of trespassers is very much larger, owing to the great hazard in walking on the tracks and the stealing of rides. Then, when such accidents occur, frequently witnesses cannot be found, so that the expense of defending such suits is great, and contributes materially to the railroad company's high cost of living. No one is benefited by permitting the trespass practice to continue, while many useful members of society are annually killed or permanently injured and much woe and expense results to all concerned.

A CHANGED SITUATION

In summing up the recent successes in handling damage suit cases in Mississippi courts, Grenada County should not be overlooked, or passed up lightly. There was a time when our local attorneys and claim agents looked upon the approach of terms of court in Grenada County with serious apprehension, but not so now. It seems that the good citizens of the county have come to realize that it is bad business judgment to employ a lawyer and rush into court without giving the railroad an opportunity, through its claim department, to compromise their claims. As evidence of this, refer to results of several court terms past, especially the one just ended in which every suit tried was won by the company.

Prentice Johnson, colored, sued the Y. & M. V. R. R. for damages, alleging that on a certain night he, with a companion, entered the depot waiting room at Whaley, intending to take passage on the train to Grenada; that it was dark, and, having provided himself with a pistol with which to keep away "varmints," through a mere accident shot and wounded his companion. He charged that on this account the agent and others wrongfully assaulted him. The facts, as developed at the trial, showed that the darkies had had at least one drink of whiskey; that they entered the waiting room of the depot in the darkness, long before train time; that there was no one else in or about the building; that the companion was wounded and a doctor called who entered the room with the agent and another party, peace officers, and because he resisted the officers he was roughly handled, knocked to the floor, arrested, put in jail and convicted on a criminal charge. The jury promptly brought in a verdict in favor of the railroad and probably would have imposed a heavy fine on the negro for bringing the action if it had been within their power.

Wesley Miers, colored, sued the I. C. R. R. for \$2,000, charging loss of crops by reason of overflow on his

land which is located in Yalobusha River bottom, because, as he alleged, a great many years ago the railroad cut a certain trestle to let the water under at a point where it was flowing over the track, and cut a ditch out into adjoining property with the consent of the owner. This river bottom overflows annually, everywhere, at points far from the railroad as well as along the right-of-way, and after the jury was made familiar with the facts it found the railroad not guilty.

Joe Phillips, colored, a neighbor of the above mentioned Wesley Miers, sued for damage to land and loss of crops by the same waters, but on learning of the verdict in the Miers case decided to dismiss his suit and not trust it to a jury.

These results are calculated to discourage petty law suits, and the people of Grenada County will realize dividends on their new departure in the way of decreased expense of running the county. If there are any citizens of the county who have meritorious claims against the Railroad Company, they will not be forced to bring suit, if they will kindly take their matters up direct with the Company's representatives.

WON, AND ALSO LOST

Mollie Brown, a negress, residing at Hazlehurst, Miss., boarded our train No. 3, at Canton, Miss., with a ticket for Hazlehurst. When her destination was reached it was clearly announced by the train employes and the train stopped long enough for her to safely alight therefrom. Mollie had previously been an inmate of the Insane Asylum and her mind evidently became clouded while the stop was being made, for she made no effort to alight from the train until it had pulled out of the station and had gone several hundreds yards south of the depot. She then got up and went to the vestibule door, opened same and jumped from the train. She sustained several bruises, but none of a serious nature.

In a few days this woman recovered

sufficiently to get out and hunt a lawyer. She approached several of the best lawyers in Hazlehurst, to whom she stated the truth about how the accident occurred. They promptly told her that the Railroad Company owed her nothing, as it had discharged its obligation in full. She also told a number of other people that she had forgotten where she was and had jumped from the train while in motion.

Mollie finally found an attorney who specializes in damage suits, and he filed suit for \$200. The case has just recently been tried and the Justice of the Peace very promptly rendered judgment in favor of the Company.

At the trial, Mollie swore that the porter did not call the station, yet admitted she saw people getting on the train and knew that she was at her destination, but became worried and did not get up at first. She testified she got up from her seat before the train started and walked out on the platform while the train was standing still. As she walked down the steps the train started and she slipped and fell, the vestibule door being open, and she was thrown to the ground. The Company was put to a good deal of unnecessary expense, likewise the taxpayers of Copiah County, none of which can ever be recovered, since the plaintiff took the pauper's oath, her attorney, not thinking enough of the merits of the claim to go on Mollie's bond for the court cost, and left it to the county to "hold the bag." The railroad won, and also lost, through the transaction.

I. C. RAILROAD WINS \$30,000 DAMAGE SUIT

A case which attracted some notice in circuit court last week was that of Williams Pears vs. Illinois Central Railroad Company and J. M. Egan.

It appears that this has been a long drawn out litigation, dating back to 1912.

As a basis of this suit it appears that the plaintiff was seen in a merchandise car while in the employ of the I. C.

Railroad Company as engineer and while on a side track at Malesas, Tenn. The matter was reported and the plaintiff arrested, and when tried in the court at Jackson, Tenn., was acquitted.

In his declaration the plaintiff avers that in December, 1912, he was in the employ of the defendant company; that the defendant, J. M. Egan, is division superintendent of said road, having offices at Water Valley; that on the said date Egan, agent of and acting for said defendant company, caused the complainant to be charged with burglarizing a car and larceny and entered said charge against him and caused said charge to be published; that the plaintiff was not guilty of the charge or other crime as alleged by said company or Egan.

Plaintiff goes into the courts and for all wrong and injuries complained of in his declaration sues for damages, actual and punitive, in the sum of \$30,000 and all costs, which sum he demanded as judgment against the defendants, J. M. Egan and Illinois Central Railroad Company, attorneys R. F. Kimmons, McGowen & Bradley, of Water Valley, representing the plaintiff.

The case was called for trial Friday, when Hon. H. H. Creekmore, of Water Valley, and Stone & Son, of Oxford, appeared in behalf of and representing the defendants.

After hearing the evidence on both sides, and the plaintiff failing to prove his declaration as set forth in his bill

of complaint, a verdict was rendered in favor of the defendants, without going to the jury.—Oxford (Miss.) Eagle, March 23, 1916.

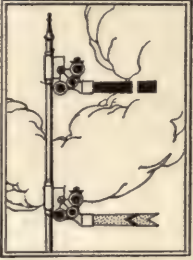
HE WOULD NOT SETTLE

On June 9, 1915, fast passenger train No. 103 killed a horse, the property of Henry Cecil, on station grounds at Cecilia, Ky., and circumstances connected with the occurrence indicated that the railroad should not, as a matter of right, have to pay anything at all by way of settlement of claim. Regardless of the facts, however, the railroad offered a reasonable compromise, which claimant refused, and instituted suit in the Circuit Court of Hardin County, Ky., to recover \$150, alleged value of the animal killed. When the case was called at the November, 1915, term of the court, plaintiff dismissed his case without prejudice, and refiled it to the March term, 1916, when it was tried, and the jury returned a unanimous verdict in favor of the defendant, leaving plaintiff with a large cost bill and attorneys fees on his hands, as he had to execute bond for payment of costs on second trial of the case. The Railroad Company will be enabled to collect a good part of the cost to which it was wrongfully subjected as result of having to defend this claim.

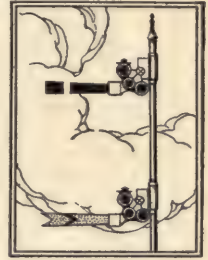
It is a common thing for the Company to offer small settlements in claims that are later sued upon and won by the Company.



SAFETY FIRST



COURTESY
AND
EFFICIENT
SERVICE
ALWAYS



Illinois Central Railroad Company

Office of Superintendent, Springfield Division.
Springfield Division Safety Meeting.

Clinton, Ill., March 15, 1916.

Present:

- J. W. HEVRON, Superintendent, Clinton.
H. L. MOFFETT, Trainmaster, Clinton.
WM. O'BRIEN, Master Mechanic, Clinton.
M. M. BACKUS, Roadmaster, Clinton.
D. S. BAILEY, S. T. & T., Rantoul.
A. G. TURLAY, Traveling Engineer, Clinton.
F. R. Jamison, T. F. A., Springfield.
J. J. CLEARY, Claim Clerk, Clinton.
J. D. MAGEE, Claim Agent, Springfield.
S. C. DRAPER, Supervisor B. & B., Clinton.
M. DOYLE, Road Supervisor, Clinton.
C. F. WELD, Supervisor Signals, Clinton.
H. M. GLEADALL, Chief Clerk, Clinton.
C. H. ST. JOHN, Conductor, Clinton.
THOMAS CLIFFORD, Conductor, Clinton.
WM. SMITH, Engineer, Clinton.
JOHN BELL, Engineer, Clinton.
FRED ANDERSON, Engineer, Clinton.
CHARLES WALLACE, Brakeman, Clinton.
H. A. TETLEY, Brakeman, Clinton.
C. F. HODGES, Brakeman, Clinton.

General Discussions.

MEETING was opened by Mr. Hevron, who made it very plain that each individual member of the committee, as well as each employe of the entire division should consider himself a committee of one, to see that any unsafe practice which might come under his observation be immediately stopped and that his office be notified in order that positive action could be taken.

The various reports from General Claim Agent Hull, and the minutes of the safety meetings of Master Mechanic and Train Masters, were read and discussed at length by all present. It was found that corrective action had been taken on matters brought out in the various meetings of the Master Mechanic and Train Masters.

Letter from General Superintendent Clift was read, with reference to personal injuries resulting from passengers alighting from trains before they are brought to a stop, due to trap doors being open, permitting their exit. This, of course, can be overcome by porters not opening trap doors until such time as trains have been brought to a stop at station platform.

Trespassers on Trains During Summer Months.

During the summer months our trains are used more or less extensively by tramps, and while we cannot always succeed in ejecting each and every occupant of our freight

trains, we can break up the practice of boys riding the local freight trains from station to station, merely for the sake of taking a ride. Local freight trains are, as a rule, not long, and it should be urged upon all trainmen to see that this practice is discontinued.

Automobile Accidents at Street Crossings.

The time of year is now approaching when all of our country roads, as well as our city streets, will be alive with automobiles. It is unfortunate that all of these machines are not being handled by careful drivers. Some will be driven by the careless and chance-taking person, while others will be in the hands of children, whose age will preclude any possibility of their using the good judgment which should always be exercised when crossing railroads. It is very necessary, therefore, that nothing be left undone to impress upon each and every engineer the importance of ringing the bell and properly sounding the whistle at all road crossings and keeping a careful lookout at all times. This action will save the careful automobile driver but will not in all cases prevent the reckless from attempting to cross ahead of the train. However, if we make every effort to prevent crossing accidents our conscience will at least be clear. If an engineer makes it an invariable practice to properly sound whistle and ring the bell for a road crossing, then in case of an accident, there will be no question in his mind as to whether or not these signals were given, and he can conscientiously take the witness stand if necessary and swear to these facts.

Another thing which is very essential in the prevention of accidents at road crossings is to see that weeds, hedges, trees, etc., are properly cut or trimmed, so that the view is not obscured. This will and has been done when the vegetation is on our way land, but it is not always an easy matter in the event these obstructions are on private property adjoining our way lands. So far as this division is concerned, however, we have had practically no trouble in handling such matters. If the owner of property will not cut the weeds, trim the trees, etc., we have been successful in securing his permission to go on his land and do the work ourselves.

Boys Flipping Trains.

Trainmen always experience more or less trouble when passing through and doing work at different stations by boys getting on and off of moving cars. This, of course, is a very dangerous practice, and has resulted in some very serious accidents. This cannot always be prevented by trainmen and therefore it has been our custom in addition to using our own endeavor to call upon city and village authorities for assistance. A few arrests, however, had the desired effect, at least it serves to put an end to the practice for a time.

Crawling Through and Under Cars at Street Crossings.

Regardless of the nation-wide "Safety First" movement and its continuous agitation, there are people who will crawl under or over cars at street crossings instead of waiting perhaps a few minutes for train to clear crossing or cut it so that they may proceed in safety. We must constantly keep in mind that all kinds of people make up this great country, and it is not only our privilege but our duty to protect those who will not look after their own welfare. We must, therefore put forth every effort to see that crossings are never held any longer than is absolutely necessary. This will make unnecessary the above mentioned practice, and will, therefore, eliminate accidents from this cause. This practice is indulged in by children, who have not yet reached ages when it is supposed that they should exercise good judgment about their safety, and everything possible must be done to guard against accidents of this nature.

Importance of Prompt Action Immediately After Accident Happens.

Constant efforts of the "Safety First" movement, and systematic weeding out of careless employees will eventually bring railroad accidents down to a minimum, and we must be ever on the alert to get first hand information in regard to accidents from each and every one, and then use this information in such a way as to prevent another from the same causes. I am afraid that all of our train and enginemen are not sufficiently impressed with the importance of collecting all facts with reference to any accident immediately after it occurs. The ones to which I am particularly referring are those which happen to pedestrians and vehicles at road crossings. It should be brought out, when it is a fact, that whistle was sounded and bell rung, and this impressed upon the minds of all concerned. Then later, when we are perhaps forced into court to protect our rights, these things will assist materially in seeing that justice is done. In our opinion the mere fact that these warning signals were mentioned and dwelled upon on the ground immediately after the accident happens will lessen the liability of a statement to the effect that no warning of any kind in regard to the approach of the train was given.

Unintelligible Signals Given by Crossing Flagmen.

We are of the opinion that more attention should be given to instructing crossing flagmen with reference to giving proceed and stop signals and see that these signals are given in such an emphatic manner that no error can be made in their interpretation. We believe that in some cases the signals given by crossing flagmen are so imperfect that it is possible to misinterpret them. We therefore suggest that this matter be constantly watched by all supervising officials on their trips over the railroad and where it is found that a flagman is not giving signals in such a manner as to make sure of their proper interpretation, steps should be immediately taken to see that the matter is corrected.

Loading Rails on Coal Cars.

We must protest against the practice of loading rails in coal cars because of the great danger of personal injury when unloading and also on account of the additional expense incurred in unloading rails from this class of equipment. If it is at all consistent to prohibit this practice, we would recommend that orders be issued accordingly.

New Motor Cars too Heavy.

Our new motor cars are to be equipped with fifty-pound wheels and two-inch axles, which will probably make them too heavy for two men to handle, and inasmuch as many of our section gangs on branch lines, especially in the winter time, consists of only one man in addition to the foreman, and it is a question as to just how this matter is to be handled in the event that such a motor car so manned is overtaken or is met by a train. It is our intention to weigh one of these cars just as quickly as we can get one equipped in order to see just exactly how much the increase in weight will amount to.

Running Motor Cars at Night.

The running of motor cars at night on this division is positively forbidden except on personal authority of the Superintendent. The only exception to this rule is when signal maintainers who may be called out at night to repair defective signals are permitted to use motor car when so instructed by the dispatcher and their cars are equipped with red light to the rear and white light in front. In cases of this kind the maintainer is advised by the dispatcher the location of all trains, before motor trip is started.

PERRY H. BLUE.

MR. PERRY H. BLUE; who was general manager of the Indiana and Illinois Southern Railroad—extending from Effingham, Illinois, to Switz City, Indiana, at the time it was acquired by the Illinois Central in 1898—died at his home in Indianapolis, Indiana, on November 21, 1915. He was born in Knox County, Ohio, November 12, 1851; moved with his father to Greene County, Indiana, 1854, where he resided on a farm until 1866 when he moved to Sullivan, Indiana, where he was employed as a clerk by his father and others until 1872, when he commenced the study of law. He was admitted to the bar shortly thereafter, and served as deputy district attorney under the old Common Pleas system until that court was abolished. He was town attorney for several years, and also served as a justice of the peace. In 1878 he was elected prosecuting attorney of the district composed of the counties of Sullivan and Vigo.

In 1881 he was appointed superintendent of the Bloomfield Railroad com-



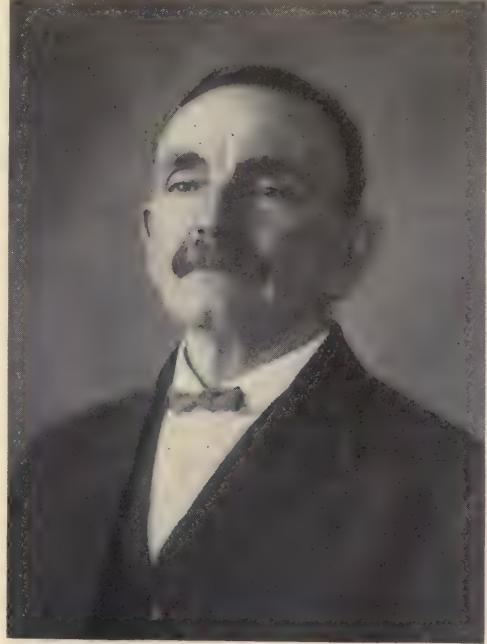
PERRY H. BLUE.

pany and in 1882 superintendent of the Springfield, Effingham and South-eastern Railroad. In 1886, when these two roads were consolidated under the name of the Indiana and Illinois Southern, he was elected general manager of the new company, which position he held until 1898, when the line was acquired by the Illinois Central Railroad Company, and which it later extended to Indianapolis, Indiana. Mr. Blue earned his promotion to the position of general manager by the skill and ability with which he handled the litigation growing out of the original construction of the Bloomfield Railroad and the Springfield and Southeastern.

Upon the Illinois Central's acquiring the property, the new owners desired him to continue in the railroad service, but large business interests which he had at Vincennes, Indiana; Chicago, Illinois, and in Sullivan County, Indiana, led him to decline the offer. He was a partner in the firm of Engle & Blue, hardware dealers in Sullivan; was president of the Merom Gravel Company and the Spencer Stone Company, and was interested in farming and various other enterprises. He was a delegate to the Democratic National Convention at St. Louis in 1888, and served as a trustee of the Southern Indiana Hospital at Evansville, Indiana, from 1889 to 1895. He was married in 1890 at Evansville, Indiana, to Lulu I. Thompson, and had one child, a daughter, born October 10, 1894. He was a Mason, a Knight of Pythias and a member of the Presbyterian church.

Mr. John T. Hays, district attorney for the Illinois Central Railroad Company at Sullivan, Indiana, writes: "Mr. Blue was a splendid business man. He had a mind that was masterful and logical, and a memory that was wonderful. But it was not in the business world that Mr. Blue attained his greatest achievements. In his home life he was an exemplary husband and father. His sterling qualities were known to all with whom he had either business or social dealings. Those who knew him best loved him most. He was unas-

suming, entirely free from egotism, and absolutely honest. He accorded to every man a square deal. His friends place him in the list of God's noblemen. He was my friend, then whom I had none better, and I mourn his loss."



FRANCIS HUBERT BOWEN, ENGINEER.

FRANCIS HUBERT BOWEN

MR. Francis Hubert Bowen, whose photograph appears herewith, died January 26, 1916.

Mr. Bowen was the oldest passenger engineer on the Louisiana Division. He was born in Monticello, Miss., August 27, 1855; entered the service of the Illinois Central Railroad Company, January 1, 1873, as a machinist apprentice at McComb, Miss.; served his time in that capacity and worked two years as machinist; promoted to engineer October 14, 1879, and worked continually in that capacity up to the time of his death.

He was one of the most regular workers on the Louisiana Division, in fact, he rarely laid off. It is reported that a trip recently made to California was his only vacation.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
• • • • • teaching people how to live • • • • •

Scientific Eating

AT the present time there is no word which is more overworked or more misconstrued than the word "diet." It seems that every period and every era has its catch-word. In the time of President Cleveland it was "innocuous desuetude," and every state of leisure, of recuperation, or mere laziness, was referred to as innocuous desuetude. During the time of President McKinley it was the "full dinner pail," and during that of President Roosevelt, "a square deal" was the catch-word. "Watchful waiting" in the last year or two has had an equal prominence, and just now "Preparedness" is the catch-word of the general public. These have crowded "Safety First" out of its popularity. Among the various catch-words and catch-phrases, however, should be included that oft heard lament, "on a diet." Everybody is on a diet at one time or other. It is as fashionable as having appendicitis, and there are more reasons for individuals being on a diet than for the prevalence of the above-named disease.

There are the various diets for the digestive troubles, and an individual is indeed to be pitied who is compelled to forego all the good things of the table and live on scientifically prepared husks and dyspepsia tablets. The diets for indigestives are many, but each individual must have a rule made for him and to find out by painful experience the articles which are and which are not allowable in his digestive canal. Some dys-

peptics can take hot milk, while the cold liquid throws them almost into a spasm. Others cannot take milk at all and some cannot touch tea. To others coffee is a menace, and again a banana will wreak disaster to a digestive apparatus that never finds the slightest fault with mince pie or rabbit. The gentle radish has perhaps caused as much trouble in unsuspected digestions as any other article of food. Asparagus cannot be borne well by those afflicted with trouble in the genito-urinary tract. The statement, "Experience teaches," is a truth perhaps more applicable to questions of diet than anything else. By and by we will all learn what it is safe to eat and wise not to eat, but most of us pass the age of forty before experiences of acute discomfort, perhaps even danger, teach us this important lesson.

Complexion diets are of course closely related to diets for the benefit of digestion. What relieves one trouble usually relieves the other providing both spring from the same cause, and the great majority of complexion troubles are traceable to disordered stomachs. As in the case of digestive diets, the same remedy does not help in a like manner all individuals. Strawberries eaten freely by some will produce a decided rash or breaking out on the skin and the resulting itching causes marked misery. Clams or oysters will produce a very serious skin eruption in other individuals. Chocolate in any form will cause ugly red patches, which are often quite irrita-

ting and painful and frequently come to a head like a small boil. The individuals who are thus affected soon learn to avoid this which is a delicacy to others because of its persistent and unfortunate results. Frequently these same persons may find that they can indulge any other kind of a rich candy except the chocolates. As a rule, however, over-indulgence in candies and sweets is bad both for the digestion and the complexion. Any complexion will be benefited by an occasional course of diet, which means the elimination of heavier foods and pastries and includes fresh fruits in the morning and cooked fruits at night, with milk, whole wheat bread, rare juicy meat once a day, with plenty of fresh salads and the avoidance of fried greasy foods, rich pastries and sweets.

Speaking of being "on a diet" reminds the writer of a most pitiable case, that of a large fat woman who is compelled to diet one-half the year on account of rheumatism, and to remain on a diet the other half of the year to keep down superfluous fat. Unfortunately for stout people rheumatism diets and reducing diets do not coincide. Neither diet permits sweets, but while the reducing diet allows plenty of nourishing red meat, the victim of rheumatism has nothing to satisfy the yearning for good filling foods. As meats and sweets are denied, they are limited to vegetables, cereals and bread and butter. The seeker after slimness, on the contrary, may not even look at cereals and bread and butter and milk is also denied, but the latter is the stand-by of the rheumatic.

Rheumatism in the first stages may easily be fended off by strict attention to diet, but the difficulty is that the rheumatic subjects are fond of the things which cause uric acid and this tends to aggravate their condition. One great

difficulty is that the first warning twitches are not taken seriously and the individual must have serious aches, with stiffness and enlargement of the joints before he seriously contemplates dieting. By this time the trouble is well seated and only strenuous measures with a really heartrending diet will remove it. For gout the milk diet is the best remedy, but this milk diet must include plenty of milk, a pint every three hours at least, so that the strength of the individual may be kept up. Olive oil, Cod Liver Oil and butter freely eaten are very effective agents in putting fat on too prominent bones and joints. Warm milk at night with plenty of cereals and cream for breakfast will also help materially. The man or woman who wishes to get fatter should sleep a great deal and get as much rest as possible. As a rule the stomach is less disturbed by animal than by vegetable fat taken in excess. The limit of digestibility of increasing quantities of food is much sooner reached with fats than with other articles of diet. Fats also produce satiety early in a meal, but as in the case of other things in connection with the body as well as in eating, toleration may be acquired by habit or by practice. For instance, many persons cannot at first digest Cod Liver Oil but after a period of faithful effort it will be tolerated nicely by the stomach. Seemingly it all becomes a habit and that habit makes the law to the individual. Those who customarily are abstemious in their diet and eat sparingly find that this is sufficient for them, while those who by habit are large eaters would seem to require an over-abundance of food, complaining that they suffer a hardship unless this food is provided them, another proof of the Duke of Wellington's observation that "Habit is ten times stronger than nature."



Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Chicago, Ill., February 1, 1916.

Sharp & Smith,
155 North Michigan Avenue,
Chicago, Ill.

Gentlemen:—

As I am an Illinois Central employe and had the misfortune to meet with an accident which necessitated an amputation of my right leg, I wish to write you in regard to the "Sharp & Smith" leg furnished me by the Illinois Central Hospital Department. I have had occasion to carefully study the different artificial limbs on the market and I desire to speak a word of praise of the leg you furnished me in February, 1914. It is perfectly comfortable and permits me to walk gracefully and any reasonable distance without the least fatigue. I highly recommend this leg and am satisfied it is the best that can be had.

Again thanking you for the attention given my case.

Yours truly,

(Signed) James Powers,
Checker.

East St. Louis, February 12, 1916.

G. G. Dowdall, M. D., Chief Surgeon,
Illinois Central Railroad Co.,
13 East Eleventh Place,
Chicago, Ill.

Dear Doctor:—

After consulting two physicians, neither one being able to determine the cause of a large swelling on my jaw, I decided to place my case in the hands of the Hospital Department, at this place, and at the expiration of three days I was advised that they had found it necessary to send me to the hospital in Chicago for an operation.

I arrived on January 12, 1916, and after being examined by some of the ablest surgeons on the staff, also receiving the benefit of the best specialists, was operated on nine days after my entry. In addition I was placed under an X-Ray three times, which is conclusive evidence that my case was given all the attention possible.

The treatment accorded me during my entire stay of four weeks at Mercy Hospital was the very best, and I feel certain that my case would not have been the success it was had I been under the care of other surgeons, the operation being of a serious nature. However, I was released on February 10th, entirely cured.

My experience has taught me that the Illinois Central Hospital Department is equal to the best and every employe can be thankful to have it at their service.

With heartiest thanks for all the favors accorded me during my recent illness, and hoping that others will have occasion to feel as grateful as I do, I remain

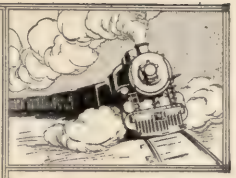
Very truly yours,

(Signed) A. M. Shaneman,
Second Clerk,
East St. Louis Bureau.





TRANSPORTATION DEPARTMENT



The Value of a Good Record

By T. H. Sullivan, Superintendent

TO all employes, and especially to those amenable to the Efficiency System of Discipline in force on the Illinois Central Railroad, the above subject is worthy of consideration.

The purpose of this system, which was inaugurated May 15th, 1910, is not to enforce compliance with the rules and instructions by causing the offending employe to suffer pecuniary loss, as was formerly the practice, but rather to enable him to improve or retrieve his reputation, and in effect permits him to be the maker of his own record. In its operation this system is so manifestly fair that it should and does enlist loyal, diligent and competent performance of duty. The system of discipline in force is not intended to, and does not by its application, place in jeopardy the position of any honorable and industrious employe, but directs attention of the individual to the importance of establishing a good record which should be a source of satisfaction to himself; would be appreciated by the Management, and might prove his most valuable asset in time of need.

The fact that the present method of administering discipline is approved and appreciated by employes generally is evidenced by the increased interest and consequently increased efficiency displayed by them in the performance of their duties, and also by the fact that the relations between the Company and its employes have never been more harmonious than at the present time.

The policy of the Management in seeking by this system to retain its experienced employes in the service is entirely in accord with the observation of an eminent military commander, who said, "That army will have the best discipline which has the most humane laws. One battalion of experienced and morally good men is better than a regiment of Falstaffian recruits."

Under existing conditions, every man entering the service may be assured that the avenue to promotion is open and his advancement is dependent upon his ability, deportment, and readiness to accept increased responsibility, all of which are reflected by the general character of his service, as indicated by his personal record. There is in the situation much to lend encouragement to the young employe and to direct his vision hopefully toward the rising sun—for the Station Helper is the future Station Agent; the Fireman the future Engineer, and the Brakeman of today is the Conductor of tomorrow. As an inspiration to laudable ambition one has but to reflect on the fact that the officials of our railroad from our President down rose from the ranks, beginning their activities in minor positions, and receiving their education at the School of Experience. To the older employes their records are a matter of pride; their loyalty has never been questioned, and they realize that their interests and those of the Company are mutual. Feeling secure in their positions, and enjoying the confidence of their co-employes and

officials they present to the professional agitator a barren field for his operations.

It has been said that in times of prosperity it is well to "Cast an anchor to windward," in order that we may in times of stress and storm have some-

thing to stay us against the winds of adversity, and it can be attested by many of our employes that in cases of trouble, no influence has been more potent in determining their status with the Management than the records they have made.

The Following Papers Were Read at the Quarterly Staff Meeting of the Tennessee Division Held at Fulton, Ky., March 10, Superintendent J. M. Egan, Presiding

Acceptance and Handling of Live Stock

See Rules of General Freight Department; Quarantine Rules and Regulations of United States Government published in ICRR Circular No. 111-C or reissues (E. B. Boyd's Circular No. 5-B or reissues); also Special Instructions issued by Superintendent and other officers.

By way of emphasis, particular attention is directed to the following requirements which are to be found in above issues:

Condition of cars for loading:

Floors, doors, sides, and ends of cars must be free from nails, spikes, projections, broken slats or defects which might cause injury to stock.

Floors must be bedded (covered) with cinders, sawdust or sand, to a depth of not less than 2½ inches.

Cost and duty of furnishing and installing bedding. (See Classifications and Tariffs).

Cars must be equipped with cross-bars (bull boards) which must be securely fastened in places provided for them so they will adequately protect the doorways and prevent injury to stock.

Acceptance of Live Stock for shipment:

General:

See Classifications and Tariffs for Rules and Regulations governing rates, valuations, caretakers, double-decking, mixed carloads, partitions for separating bulls and cattle; stallions, jacks, and horses and mules.

Quarantine Restrictions, Disinfecting, etc.:

Agents must see that cattle from quarantined area are properly placarded "SOUTHERN CATTLE" and that Live Stock contracts, waybills and stubs are marked plainly "Southern Cattle."

Under no circumstances can "Southern Cattle" be put in CLEAN (non-infected) pens, without first obtaining permission from Superintendent. After having been used for "Southern Cattle" such pens, chutes and alleys must be securely locked and must not be used for CLEAN (non-infected) animals until after the pens, chutes, etc., have been cleaned and disinfected under the supervision of an Inspector of the Bureau of Animal Industry of the U. S. Government.

WARNING!

AGENTS and CONDUCTORS are warned that it is their duty to familiarize themselves with United States Quarantine Laws and to strictly comply therewith in order to avoid prosecution.

CAUTION!

Where Live Stock is not moving for IMMEDIATE SLAUGHTER, health certificate is, in majority of instances, required and Agent must comply strictly with Quarantine Rules and Regulations, Circulars, etc., governing health certificates and other requirements of destination area.

Prevention of Claims:

When, in the judgment of receiving Agent, the live stock is too poor, weak, or otherwise unfit to make the trip safely and without damage, Agent will call attention

of shipper to its condition and will make proper notation on original and on duplicate Live Stock contract, and on waybill and waybill stub.

After Live Stock is loaded, Agent will inspect carefully and if car is overloaded and injury is liable to occur by reason of such overloading, Agent will so advise shipper and will endeavor to persuade shipper to reduce the load to a safe number. If shipper refuses to reduce the load and insists upon the car moving as loaded, Agent will make the following notation on Live Stock contract and on waybill and waybill stub: "Accepted under protest at shipper's risk account overloaded."

Unloading En Route for Feed, Water and Rest:

It is unlawful to confine Live Stock in cars for a longer period than twenty-eight consecutive hours except that the time of confinement may be extended to thirty-six consecutive hours upon WRITTEN request of owner or person who has the stock in custody. (See Release form 178.)

Special exception:

Where cars are provided with feed racks and water troughs and the animals can, and do have, proper food, water, space, and opportunity to rest, it is unnecessary to unload them en route for feed, water and rest.

Hogs may be handled without unloading for feed, water and rest provided ALL the hogs have sufficient space to lie down at SAME time, that trains are stopped for sufficient time to allow watering troughs to be prepared and to allow every hog time to drink its fill and that care is exercised to distribute properly through each car sufficient shelled corn or its equivalent in ear corn or other grain for each hog.

Amount of Feed to be Given:

For each twenty-four hours the ration shall be as follows:

Horses and Cattle, $1\frac{1}{4}$ pounds hay to each hundredweight of animal.

Sheep, $1\frac{1}{2}$ pounds hay to each hundredweight of animal.

Hogs, one pound of shelled corn, or its equivalent in ear corn or other grain, to each hundredweight of animal.

For periods greater or less than twenty-four hours, the ration should be greater or less, respectively, in the same proportion.

The More Orderly and Economical Operation of Our Railroad from an Agency View-Point

For Discussion at the Quarterly Staff Meeting Held in Superintendent's Office, Fulton, Ky., March 10, 1916

Mr. Chairman—Gentlemen:

Mr. Egan wrote me a few days ago, inviting me to be present at this Quarterly Staff Meeting, and to be prepared to present for discussion, a subject looking towards the more orderly and economical operation of our railroad.

The letter referred to, was addressed to Messrs. Hoar, Travis, Parker and myself, which left me guessing, whether or not, any other agent was to attend this meeting. Presuming that I am not the only agent to be "shot at" my remarks will be very brief and from an agency viewpoint.

By referring to Websters dictionary, I find the words "orderly and economically" defined as follows:

"Orderly" means well regulated, methodically, performed in good order.

"Economically" means with economy. Economy means frugality in expenditures. Frugality means thrift and economy.

The meaning of these words brings about a very broad and interesting subject, and one that is governed by many conditions.

The fundamental element necessary to the orderly and economical operation of our railroad, in my humble judgment, is co-operation on the part of its employes, and to bring about such conditions, we must have men of character, ability, activity and a brotherhood as it were of true, loyal manhood.

When we have men of this makeup, we will have a prosperous railroad, the company's interest well protected and no need for "safety first," success will crown our every effort.

As we are to run our railroad under methodical plans, we must do our best to raise the standard and efficiency of the service, our employes must be kind, considerate and courteous to our friends and patrons and the public at large. A railroad is judged by its employes, just as a man is judged by the company he keeps.

An agent's office records are essential to the orderly conduct of a station; they should be neat and clean, complete in every detail, should be filed in such a systematic manner that will enable any one to find what is de-

sired in a moment's time; our records are a matter of history of the station's doings, they are current, historical, modern and profane. I imagine, some official sometimes finds our records in such a condition that they are not only constrained, but do use language that is truly and honestly profane. These conditions should not exist. If we are not keeping them in good shape, now is the time for all of us to "put our house in order," for we know not the day or the hour our Superintendent commeth.

We should not feel this a burden and "a have to proposition" and do it just because we have to, or just to get a little praise from our officials, as they visit us, but do it from the fact we owe it to our employers. Let us be great big, broad shouldered men, putting our might to the wheels of progress and push things along.

I find many of us complaining of some one's shortcomings, what one man has not done, and what another should have done; let's quit finding fault with others, take the moat out of our own eyes, get down to business, co-operate with our officials, with our own organizations, treat all kindly, get their confidence, keep it, get everybody working harmoniously for the good of the cause, don't let one employe be at outs with another; when we find such conditions existing as this, the business of the company suffers; have them make up, or have one or both leave the service; when this is done, untold results will follow.

Don't be a grouch, always complaining, if the weather is bad, and it is raining, try and make our fellow beings think the sun is shining, let's always keep in tune with the bright side of life, never get worried or fretted, let's try and put on a great big smile, make the world brighter and happier by our having lived in it. This will not only make us feel good, but it gets business for our railroad.

"STAY GOOD-NATURED"

Jes go 'long good-natured,

Dat's de safest way.

Sun goes on a-beamin'

An' a-smilin' all de day.

Keeps de crops a-growin'

An' de blossoms, an' de fruits,

Until de storm comes 'round an' tries

To lif' 'em by the roots.

Sun goes on a-shinin'

Up above de cloud;

Wind it keeps a-blowin'

An' de thunder rattles loud.

Sky gits blue an' peaceful,

Like no storm ain't never bin—

Sun he stays good-natured

An' he allus boun' to win.

The economical operation of our railroad consists in what we make and save for the company, instead of a continual drainage of its resources. It has been said, that it is not what we make, but what we save that makes a successful business man; same is true of our railroad.

We find the Transportation Department putting forth its every effort and energy at this time to take care of the car shortage on our railroad, this shortage brought about largely, and almost entirely, by the congestion at the eastern ports. These conditions have become so alarming and of such universal interest to the commerce of the country that the Car Service Committee of the American Railway Association is endeavoring to relieve the situation and have urged the entire railroads of the east to return box cars west-bound in excess of at least 20 per cent above what they receive from their western connection.

It is no doubt quite interesting to know this association has compiled a report of car surplus and shortage for the month of January, and same shows surplus box cars only 21,485, counting all the cars in shops and under repairs.

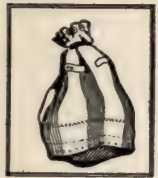
This is truly an alarmin^g condition, and agents can add a little mite possibly towards relieving this disastrous situation on our railroad, by consolidating merchandise cars, and using every effort in our vocabulary of words to induce our friends and patrons to promptly load and unload cars, also to load cars to the marked capacity, instead of merely the minimum; in other words, make one car carry the load and earning capacity of two.

Quite a lot of money is expended by this company for damages, occasioned by non-compliance with standard and special instructions governing the manipulations of vents and plugs on cars loaded with perishables; these conditions can be averted, if we will see to it that such property is actually protected, rules and instructions complied with, a full and affirmative record kept; a defective record of adjustment of vents and plugs, sometimes result in this company suffering entire loss or damage, just the same as if no record were made at all.

Diligent education of employes and the education of shippers up to the importance of proper prevention of loss and damage will bring about better and more economical results.

When we, as employes, conduct our business in an orderly, economical, energetic and progressive way, our railroad will blossom, bloom and grow as never before in its history. I thank you.

L. G. McMillian,
Agent, Martin, Tenn.



Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage Agent—Chicago, Ill., March 1, 1916

INFORMATION AND INSTRUCTION BULLETIN NO. 4

EFFORTS TO DEFEAT PUBLISHED INTERSTATE FARES.

21.—Owing to the numerous efforts to defeat the through interstate passenger fares, train baggagemen and agents should very carefully observe the instructions in Passenger Department Circular I. C. 4224, Y. & M. V. 778, issued January 11, 1916. Baggage should not be checked through on split transportation; for example, baggage should not be checked from New Orleans to Chicago for a passenger holding mileage not good on the northern lines and intending to avail himself of the two-cent per mile passenger rate north of the Ohio River. Train baggagemen having baggage checked to any point should not change the destination to a point beyond the original destination when it is apparent that the object of the owner is to defeat the through published fares.

Checks Illegibly Stamped

22.—It has frequently been noticed that checks are more or less illegible on account of using worn-out rubber stamps or ink pads, or ink which is not suitable for checks of various colors. It is suggested that this matter can be remedied to a great extent by the use of black ink pads, instead of red, for the stamping of checks of all colors.

Agents should also see that their rubber stamps and ink pads are kept clean and replaced when worn out.

Baggage for North Hampton, N. H., and Northampton, Mass.

23.—The Boston & Maine Railroad calls attention to frequent delays to baggage checked to North Hampton, N. H., or Northampton, Mass., on account of the similarity in the names of these two stations and the state not being shown on the check. Agents will use care to write the name of the station correctly and show the abbreviation of the state when checking baggage to either of these stations.

Failure to Show Proper Information on Lost Check Receipts

24.—Space is provided on the back of our present form of lost check receipts, form GBO 5, for personal identification of persons claiming baggage without the presentation of duplicate checks. This identification consists of description of certain articles in the baggage, names and addresses on letters, papers, etc. On about four-fifths of a number of lost check receipts recently issued this feature was wholly ignored. In order to prevent unscrupulous persons from fraudulently securing possession of baggage which does not belong to them, this personal iden-

tification should be required in every case.

Baggage Room Doors Not Properly Locked

25.—Observation at many stations develops that there is considerable negligence in the matter of keeping baggage room doors properly closed and locked when the agent or baggage agent is absent from the room. We are frequently called upon to pay for baggage, the loss of which can be accounted for only upon the theory that it was stolen from stations. When a baggage agent is required to go to the baggage car, possibly a full train length away from the baggage room, he affords every opportunity for the theft of baggage or other valuables

which may be in the room, unless he locks the door when leaving. It is hoped that agents will give this matter very careful attention with a view to reducing the number of claims for loss of baggage.

Incomplete Information on Excess Baggage Checks

26.—In going over several thousand local excess checks, recently, we are surprised to note the large number of cases in which issuing agents have failed to show the proper information on the place of the checks as to the number of tickets presented, number of pieces of baggage, form and number of transportation, and other information provided for on the check. All of this information is very essential and it should invariably be shown.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During February the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: K. F. Emmanuel, J. H. Quinlan, Eleanor Jacobs.

Conductor H. B. Jacks on train No. 34, February 8th declined to honor card ticket on account of having expired, also going portion of ticket on account of returning portion being missing and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor T. W. Ward on train No. 2, February 18th, lifted trip pass on account of not being countersigned and collected cash fare.

Conductor F. A. Hitz on train No. 8, February 22nd, lifted annual pass on account of having expired and collected cash fare.

Conductor D. S. Weigel on train No. 2, February 19th, declined to honor card

ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 24, February 24th, he declined to honor mileage book on account of having expired and collected cash fare.

St. Louis Division

Conductor G. Carter on train No. 5, February 6th, lifted going portion of employee's trip pass on account of returning portion being missing and collected cash fare.

Conductor A. E. Reader on train No. 22, February 8th and No. 3, February 11th, declined to honor card tickets on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor W. C. Walkup on train No. 201, February 29th, declined to honor going portion of card ticket on account of returning portion being missing and collected cash fare.

Wisconsin Division

Conductor W. H. Sharkey on train No. 101, February 5th, declined to honor going portion of card ticket on account of returning portion being missing and collected cash fare.

Conductor J. B. Stewart on train No. 123, February 15th, declined to honor returning portion of card ticket presented for passage in the opposite direction and collected cash fare.

Conductor P. J. Crosson on train No. 132, February 28th, lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Kentucky Division

Conductor W. Y. Hansbrough on train No. 103, February 9th, lifted trip pass restricted to intrastate travel on account of being presented in connection with an interstate trip. Passengers declined to pay fare and were required to leave the train.

Conductor I. D. Farrington on train No. 835, February 10th, declined to honor mileage book on account of having expired and collected cash fare.

Tennessee Division

Conductor R. F. Phillips on train No. 24, February 19th, declined to honor mileage book on account of having expired and collected cash fare.

Conductor W. B. Pope on train No. 110, February 27th, declined to honor mileage book on account of having expired and collected cash fare.

Mississippi Division

Conductor O. H. Harrison on train No. 34, February 1st, declined to honor monthly commutation ticket on account of having expired and collected cash fare.

Conductor N. S. McLean on train No. 124, February 1st, declined to honor mileage book, also monthly commutation ticket, account having expired and collected cash fare.

Conductor A. M. King on train No. 3, February 20th, declined to honor mileage book which purchaser attempted to transfer to another passenger and collected cash fare.

Conductor R. F. Cathey on train No. 23, February 28th, declined to honor card ticket on account of having expired and collected cash fare.

Louisiana Division

Conductor R. E. McInturff on train No. 332, February 14th, declined to honor returning portion of Sunday excursion ticket on account of having expired and collected cash fare.

Conductor G. O. Lord on train No. 34, February 14th, declined to honor returning portion of Sunday excursion ticket on account of having expired and collected cash fare.

Conductor W. E. McMaster on train No. 4, February 29th, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Memphis Division

Conductor J. S. Lee on train No. 331, February 4th, lifted expired ticket from passenger who admitted having previously

secured transportation on same and collected cash fare.

New Orleans Division

Conductor C. Davis on train No. 12, February 1st, declined to honor mileage book on account of having expired and collected cash fare.

Illinois Division

Conductor J. P. Leuck has been commended for discovering and reporting I. C. 106009 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Mr. Frank Davis, clerk at the freight house, Kankakee, Ill., has been commended for discovering and reporting I. C. 42025 improperly stencilled. Arrangements were made to have car number corrected.

Signal Maintainer H. J. Bacus, of Monee, has been commended for discovering and reporting I. C. 92567 with no light weight stencilled on same. Arrangements were made to have car properly stencilled.

Extra Conductor W. C. Devereaux has been commended for discovering broken rail north of Clay Street, Bloomington, February 18th, and calling section foreman to make repairs, thereby removing possible cause of an accident.

Engineer S. Kellogg, Fireman F. R. Shapland, Conductor G. F. Coffing, and Brakemen W. C. Devereaux and E. D. Ehrick, Train 364, March 16th, have been commended for discovering fire on right of way near Stoddard. Fire was extinguished and possible loss prevented.

Brakeman R. H. Bobbitt has been commended for discovering broken rail in passing track at Otto, March 20th, and reporting matter so repairs could be made, thereby preventing possible accident.

Agent G. E. Ricketts, Monee, has been commended for discovering brake beam down on car in Extra 1635 South, March 23rd. Train was flagged and crew removed the beam, thereby preventing possible accident.

Engineer J. O. Francoeur has been commended for discovering a piece of iron caught in the frog on southbound main track opposite the Kroehler Manufacturing plant at Bradley. Obstruction was removed, thereby preventing possible accident.

Operator T. L. Behrends at Monee has been commended for discovering brake beam down on car in train 74, March 30th. Train was stopped and crew removed the brake beam, thereby preventing possible accident.

Switchmen E. Hughes, F. Fennell and J. G. Wilson, have been commended for discovering calf in yard at Kankakee and taking the necessary action to have calf placed in car.

Operator O. E. Meeks, at Otto, has been commended for discovering hot box on

Express car 698 in No. 22, March 28th. Train was stopped and crew gave same necessary attention.

Agent R. O. Dornblazer, Aetna, Ill., has been commended for discovering and reporting brake rod dragging under car in Extra 1663 south.

Operator J. Crannell, Tolono, and Night Yard Clerk Raymond Powers, at Tuscola, have been commended for discovering and reporting door open on car of merchandise in train 53 passing their station. Door was closed and sealed, thereby preventing possible loss.

Conductor E. C. Bright has been commended for discovering and reporting car in his train with 24 inches of flange missing, February 2nd. Car was set out at Effingham and repairs made, thereby preventing possible derailment.

Conductor J. J. Monahan has been commended for discovering and reporting M. C. 88818 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor C. H. Redus has been commended for discovering coal leaking in Erie car 11174 in Extra 1678 north at Alma, March 14th. Leak was stopped, thereby preventing loss.

Conductor M. D. Leuck has been commended for discovering and reporting I. C. 124014 listed as empty while moving in Extra 1674 south, March 2nd, while car really contained a pair of trucks.

Agent C. Sisson, Mason, Ill., and Conductor Nelson in charge of Extra 1512 south, January 28th, have been commended for manner in which they handled case of gentleman accompanying shipment not having any ticket.

Switchman J. R. Williams, Decatur, has been commended for discovering and reporting broken arch bar on truck of C. S. 1353, Vandalia Line, Extra 151, March 9th, thereby preventing possible accident.

Agent J. C. Lloyd Shobonier, has been commended for discovering and reporting brake beam down in Train 156, March 18th, thereby preventing possible accident.

Agent A. C. Beckett, Walker, has been commended for discovering and reporting

brake beam down on car in train 164, March 20th, thereby preventing possible accident.

Minnesota Division.

Operator H. A. Finn, Warren, Ill., has been commended for discovering and reporting broken beam dragging under car in train 71, March 8th, thereby preventing possible accident.

Operator Fackenthal, Dyersville, Ia., has been commended for discovering and reporting brake beam down on K. C. S. 14069, train Extra 1525, March 27th. Train was stopped and brake beam removed, thereby preventing possible accident.

Section Foreman Reed Baldwin, Dyersville, Ia., has been commended for discovering and reporting brake beam down on A. R. L. 10830, in No. 62, March 7th. Train was stopped and brake beam removed, thereby preventing possible accident.

Conductor F. A. Bradford, Waterloo, Ia., has been commended for discovering and reporting brake beam down on car in train No. 16, March 4th, at Dyersville. Brake beam was removed, thereby preventing possible accident.

Brakeman F. J. Theno, Dubuque, Ia., has been commended for discovering and reporting broken arch bar I. C. 120081, Extra 1611 West, March 17th. Car was inspected at Scales Mound and set out, thereby preventing possible accident.

Springfield Division

Conductor D. C. Mulligan has been commended for discovering broken rail on mile 42 on the Havana District. Section Foreman was immediately notified and necessary repairs made, thereby avoiding possible accident.

Brakeman E. C. Bailey has been commended for discovering switch in Centralia Yards with points gapping open. Section foreman was promptly notified and repairs made, thereby preventing possibility of derailment.

Memphis Division

Mal Rutherford has been commended for discovering and reporting N. O. G. No. 746 off center in train 593 at Rome, Miss., thereby preventing possible accident.

Division News

ILLINOIS DIVISION GENERAL OFFICES.

Miss Gertrude Huber, who for the past three years has been entertaining the employees in Room 400, and incidentally operating a comptometer, announces that she is soon to leave us to become engaged in motion picture work, the Universal Company having offered her an opportunity to become associated with such screen stars as Blanche Sweet, Charlie Chaplin, et. al.

Her host of friends, while sorry to see her go, wish her a most prosperous career.

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Write Murine Eye Remedy Co., Chicago, for 43-page illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Sealy Eyelids and Granulation

Springfield Division

Mr. W. B. Crowe, engineer, visited in Blanchaster, Ohio.

Mr. Joe Berrey, painter, and wife, visited in Detroit, Mich.

Mr. R. A. Cooper, fireman, visited relatives in Wellington, Kan.

Mr. W. E. Madden, fireman, who is off duty on account of a mashed finger, is visiting his parents in Evansville, Ind.

Mr. Gratton Ives, engineer, and wife, visited in New Orleans during the Mardi Gras.

Mr. Theodore Nicholson, labor gang foreman, and wife, were called to Lebanon, Ky., due to the death of Mr. Nicholson's father.

Mr. F. M. Moffitt, engineer, and family, visited relatives, in Toledo, Ohio.

Mr. Lon Carter, laborer, visited in Central City, Ky.

Mr. E. J. Robbins, machine shop foreman, and wife, will visit in New Orleans and Pensacola, Fla.

Mr. W. G. Kimble, boilermaker, and family, will visit in Waterloo, Iowa.

Mr. Virgil Cotten, machinist helper, will visit relatives in Indianapolis, Ind.

Mr. Wm. Buchanan and Louis Lighthall, handymen, are making arrangements for a trip to New Orleans, La.

Mr. E. B. Barlow, blacksmith foreman, and wife, were called to Amboy, Ill., due to the death of Mr. Barlow's brother.

Conductor J. P. Gossett who has been on leave of absence on account of sickness is reported doing nicely.

Brakeman A. D. Jolly is still off duty on account of rheumatism.

Brakeman J. H. Belnap has resigned from the service.

Switchman S. J. Davis and C. H. Riggs have resigned from the service.

Switchman Ed Palmer who has been absent from duty on account of injury, has resumed service.

K. Groves, day train crew caller, has been appointed file clerk in superintendent's office.

Dispatcher J. A. Vallow has returned from 20 days' vacation, having made a tour of the south, including a trip to Havana, Cuba.

C. E. Baugh, Agent Toronto, is on a 30-day leave of absence.

Ned Warrick, Agent Kenney, is taking 3 or 4 weeks' vacation, commencing April 4, being relieved by J. L. Fleming.

R. C. Fortman, 3rd trick Operator E. Gd. Ave., expects to be off duty 15 days commencing April 5, and will be relieved by T. R. Beach.

H. O. Williamson, second trick Operator, Mt. Pulaski, has taken the Agency at Pawnee Junction and the position at Mt. Pulaski goes to A. C. Beckett, at present Agent Walker, Illinois.

Divernon has been closed as a night train order office and made a day office April 1st.

Passenger Flagman R. M. Heaton has returned to work after spending a couple of weeks in Texas visiting.

Brakeman C. J. Wallace resigned from the service.

Brakeman W. J. Dailey has taken sixty-day leave of absence and will visit with relatives in Ohio.

Trainmen's extra list on Clinton District has been cut and some of the men have gone north in hopes of finding work for the summer months.

In order that train on the Decatur District may be turned and won't have to run backwards as heretofore, authority has been issued to construe a wye track at White Heath. This wye will greatly facilitate the movement of trains on this district, and lessen the danger of derailment owing to engine backing up.

Rodman E. R. Rall has resigned his position on the Springfield Division to accept a position with the Pennsylvania R. R. in the Chicago terminals. Mr. William Meyer was appointed rodman on the Springfield Division, vice Rall, resigned. Mr. Meyer has worked at several places for this Company previously and is well acquainted with the work.



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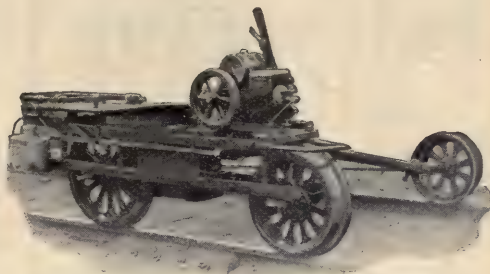
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Building and Bridge Supervisor Draper has made his annual spring inspection of all bridges and buildings on the division and reports a large per cent of structures in excellent condition. When the authorized work on bridges has been completed this summer they will all be in first class shape.

With the advent of spring "Shorty" the gardener has begun actively fighting the bleakness of the landscape. Like Keats, Shorty says "A thing of beauty is a joy forever," and he is determined to make all the stations on the division a place of beauty. In past years he has been very successful in this uphill fight. At the present moment he can be seen from the office window pulling a heavy iron roller that was very evidently built and designed by the maker to be moved by a mule.

Mr. J. H. Wheatley, Fireman, will visit in New Orleans, La., and Mobile, Ala.

Mr. T. A. Grason, Engineer, and daughter Helen will visit in Muskogee, Okla.

Mr. Virgil Mileham, Coach Cleaner, will visit in New Orleans, La.

Mr. W. H. McAnally, Fireman, and wife will visit in Memphis and Chattanooga, Tenn.

Mr. C. L. Drago, Engineer, and wife will visit their daughter in Crookston, Minn.

Mr. J. C. Trobaugh, Engineer, will visit in Hot Springs, Ark.

Mr. W. J. Brewer, Engineer, wife and daughter will visit in Hot Springs, Ark.

Mr. Thomas Nicholson and son Rector will visit in Louisville, Ky.

Mr. Charles J. Chrisman, Boilermaker, will visit in Hot Springs, Ark.

Mr. James E. Snyder, Boilermaker Handyman, will visit in Hot Springs, Ark.

Mr. Fred C. Silger, Fireman, will visit in Houston, Texas.

Mr. Geo. A. Sheehan, Fireman, will visit in Denver, Colo.

Mr. J. W. Gallagher, Engineer, and wife will visit Poplar Bluff, Mo., and Hot Springs, Ark.

Mr. R. M. Weedman, Engineer, and wife will visit in Cleveland, Ohio.

Mr. E. G. Sterling, Chief Accountant in the Master Mechanic's office, missed his calling, as he has a voice as good as Caruso's but we like Sterling's better still.

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Bather—Have an eye on my clothes, my boy—you shall have twopence when I come out.

Boy—An' if yer don't come out, kin I 'ave the clothes instead o' the twopence?—London Opinion.

Signs of the Times

In a dance hall at Starved Rock: "Kindly remember introductions given during dances are not recognized afterward unless the lady speaks first." In Montreal: "This church for sale or lease. Can be used for hall, stores, or moving picture theater." In Washington, D.C.: "D. Kantor, Fine Wines and Liquors." In Lake Placid, N. Y.: "We make the most leading fashionable style skirt of the very latest." In a Wabash avenue restaurant: "High class chef, redecorated and in a position to serve the public with the best food the market affords."

There were two section men riding along on a hand car. One was heard to remark, "I don't like to mention any names, but there's some one on this hand car that ain't pushin'."—B. R. & P. Ry. Employees' Magazine.

Why?

"And you wouldn't begin a journey on Friday?"

"Not I."

"I can't understand how you can have faith in such a silly superstition."

"No superstition about it. Saturday's my pay day."—Minneapolis Journal.

"How realistic your painting is! It fairly makes my mouth water."

"A sunset make your mouth water!"

"Oh, it is a sunset, is it? I thought it was a fried egg."

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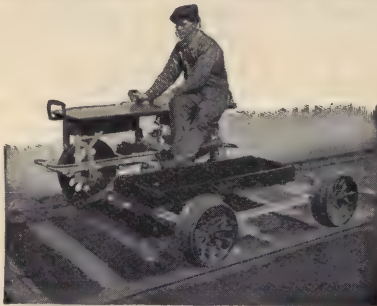
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ILLINOIS CENTRAL MAGAZINE

MAY

1916

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MARTIN L. COSTLEY

BORN in New Orleans September 4, 1881. Educated in public schools, New Orleans, and Louisiana State University, Baton Rouge, La.

Entered railway service as stenographer in general freight office, Illinois Central Railroad, New Orleans, May 1, 1901. Succeeding promotions were as follows: Rate clerk, December, 1903; chief rate clerk, January, 1905; traveling freight agent, January, 1908; chief clerk commercial office, November, 1911; chief clerk general freight office, February, 1912; assistant general freight agent, August, 1915.

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MAY, 1916

No. 11

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Samuel Emory Carey

Formerly General Passenger Agent, Chicago, St. Louis & New Orleans Railroad

The subject of this sketch, Samuel Emory Carey, was born in the town of Boston, Erie County, New York, September 12th, 1831. Nothing is known to the writer concerning the early portion of his life, until March, 1850, while, animated by the spirit of adventure and the desire of change, he left the family circle and came South to settle in the flourishing, and at that time wealthy town of Holly Springs, in the northern portion of Mississippi. Here his ready intelligence, winning address, and remarkable aptitude for business, soon gained for him the esteem and friendship of the social and business community, and he shortly after received the appointment of cashier of the Bank of North Mississippi, which was located in that town, and which position he filled acceptably for a number of years.

March 2d, 1852, he was married to Miss Annie Walter, the charming sister of Col. Harry W. Walter, a dis-

tinguished member of the Mississippi bar, who had some years previously emigrated from Kalamazoo, Michigan, to Holly Springs. In August, 1861, Mrs. Carey died, leaving no children, although several had been born to them in the meantime.

In 1860 Mr. Carey received the appointment of general ticket agent of the Mississippi Central Railroad Company, with headquarters at Holly Springs, and, although this was his first experience in railroading, soon developed a fitness and talent for the position, which, expanding and increasing with the passing years, placed him, before his death, second to none in the profession, and made his name a synonym for sagacity, shrewd and intuitive perception, and that rare personal magnetism which makes friends of all and enemies of none, so invaluable to the success of a general passenger agent. He remained with the Mississippi Central during all the changes and vicissitudes



of the war, and followed its fortunes to the close—always the life and leading spirit of “headquarters,” which, domiciled in a train of coaches and baggage cars, shifted its position from point to point on the line as often as the exigencies of war and the dangers of falling into the hands of Federal raiding parties, rendered necessary.

After the war he remained with the road until 1869, when, having been tendered the position of general passenger and ticket agent of the “Little Jeff” road, he resigned from the Mississippi Central to accept the latter. His loss, however, was seriously felt, and in 1871 the New Orleans, Jackson and Great Northern, the Mississippi

Central, the Mississippi and Tennessee, and the Paducah and Memphis roads having passed into the hands of one management, he was tendered and accepted the general passenger and ticket agency of these four roads, with headquarters at New Orleans. Shortly after the appointment of a receiver for the New Orleans, Jackson and Great Northern and Mississippi Central railroads in the spring of 1876, an offer was made him to take charge of the passenger department of the New Orleans and Mobile Railroad, then under the trusteeship of Messrs. Raynor and Morgan. This he accepted in consideration of the handsome inducement offered in the way of salary, and of unlimited discretion in the management of his department, although leaving for the second time, with much reluctance his old associates of the "Great Jackson Route," his first love. During his connection with the New Orleans and Mobile Railroad, he won for himself golden opinions, and for his road a large increase of traffic, by the ability, energy and tact, which marked the organization of his department, and the direction of its labors. This position he resigned May 1st, 1880—the New Orleans and Mobile Railroad having passed into the control of the Louisville and Nashville system—to return to his former position with the Great Jackson, which had meantime been reorganized under a solid and vigorous management, and which again realized that "Sam Carey" had no equal in the South in his particular line. Unfortunately his career in this last position was brief—extending only from May 1st to November 26th, the date of his death—but it was long enough

to demonstrate the wonderful influence that can be exercised by the tact, popularity and sagacity of a single individual, upon the tides of travel to and from a great community like New Orleans. Rare, indeed, is the ability, which in a double transition between two competing lines, can carry with it in each change the popular heart and the bulk of the travel, and retain the sincere esteem and confidence of the management of both lines, whether as friend or antagonist.

February 24th, 1870, Mr. Carey married his second wife—the lovely and accomplished Mrs. Cora Watson, of Holly Springs, whose first husband had fallen at the battle of Fishing Creek—and who, with two little daughters, the elder seven, the younger, one and a half years old, survives him.

"Sam Carey's" place will not readily be filled, nor his memory quickly forgotten, either among those who knew him officially as a man of rare business talent, or in the hearts of thousands who loved the frank and sincere friend, whose genial nature made him welcome from Maine to Mexico. But it is at his own fireside that the loss falls most heavily, and the grief is deepest, for it was there that his tender nature, gentle almost to womanliness shone prominently beautiful; and it was about the inmates of his home—the noble, true-hearted wife, and the budding little ones—that his affections entwined themselves with a great wealth of devotion that made the picture lovely. Into these lives fall the rain drops of a grief so bitter—a loss so irreparable—that only the tender overshadowing of a Divine Mercy may dare to offer them consolation.



The Ponchartrain Railroad—The Birth of the Railroad in the Mississippi Valley

By C. R. Calvert, Traveling Freight Agent, Yazoo & Mississippi Valley Railroad Co.

LET us imagine that we are in the historic old town of New Orleans in the year of Our Lord, 1825. The streets are narrow and paved with great blocks of stone that bid defiance to the ravages of time. Balconies, bright with flowers, overhang the narrow sidewalks. Great wooden shutters at the doors and windows of the lower stories stand idly ajar, here and there, and give us glimpses of the quaint courtyards within. Dark skinned matrons, of portly figure, are seated in the doorways scolding their numerous progeny in a jargon that is not of this time nor this land. And, about it all there hovers an atmosphere of romance, like the fragrance about a faded flower, which is the legacy of those older days when the emissaries of France and Spain and England strove for the mastery and when these narrow streets were the scenes of intrigue and violence.

Cathedral and convent, where the chimes of the vesper bell echo to notes of the chanting nuns; merchant shop and old market, where the busy hum of trade gives life and color to the daylight hours; sailor's lodging house and drinking place, where revelry and rioting mar the silence and beauty of the night; all are gathered in the confines of the old Spanish town with little regard for the incongruity of their surroundings.

Anchored in the great river before us we see fishing sloops and schooners from the Gulf Coast, unloading their fish for the markets; and, just beyond, the great square rigged ships from New York and Philadelphia, or from foreign ports, unloading their cargoes of vehicles, iron, liquors and merchandise, or loading cotton, sugar and tobacco to be carried back to the ports from which they came. Here, too, are the steamboats—even in

1825 objects of wonder and curiosity. Then, there are multitudes of smaller craft of strange appearance and, apparently, endless numbers—pirogues or dug-outs from the far Northwest that have made the long journey from the Upper Missouri with furs, skins and peltries; flatboats or "Kentucky Broadhorns" from the Ohio River and its tributaries, filled with produce, flour and whisky, and guarded by the noisy and quarrelsome flatboatmen that have made this period so notorious on the river; and, just a little way off, the batteaux or barges, with cotton and sugar from the neighboring plantations, with their crews of negro slaves, happy and lazy in the summer sun. An occasional keel boat makes its way about the harbor—the relic of the old up-stream traffic that is slowly giving way to the more rapid and certain service of the giant, Steam.

These small boats are in tiers, four or five deep, and number several hundred. The booming of the cannon, that announces the arrival of the vessels; the bands playing and the "rousters" singing on the departing steamboats; the bickering of the natives with the half-drunken flatboatmen over the sale of the produce; together with the hurrying too and fro of the drays and carts on the wharf, presents a scene that is both strange and interesting and lays bare the very heart throbs of the city's life. From the Allegheny Mountains to the Rockies and from the Great Lakes to the Gulf, the great river is pouring into the lap of the Crescent City the wealth of the Nation, until New Orleans has become the third port of the world in the volume and importance of her commerce. Somewhat back from the river front there lies a basin, the terminus of the canal leading from that great inland sea—Lake Pon-



Basin of the Old Canal has changed but little since the days of the first railroad



Old Washington Hotel, at Minebury, opened May 1832.



Old Canal Basin



Pier at Minebury looking toward the lake



Government Light house and stables cottages at Minebury

chartrain—six miles distant, and canal boats are moving in and out, drawn by their plodding horses, while lake schooners are coming into the basin from the opposite shores of the lake with their cargoes for New Orleans, thus carrying the water traffic into the very center of the town.

It will take us nearly three hours to travel the six miles to the lake; but, we will lay aside our twentieth century impatience and enjoy ourselves in the leisurely fashion of our fellow voyagers who have settled themselves to reading or social enjoyment, apparently indifferent to the passing hours; and the quaintness of our surroundings proves of such interest that, before we are aware, the broad expanse of the lake spreads be-

and from the ceaseless grind of the wheels of commerce.

Such is New Orleans—finding her business and her pleasure limited by the extent of her water facilities.

Away to the north, over the "Old Natchez Trace," the stage brings the mail to Natchez, where the post rider, on horseback, with the New Orleans mail, sets out for the town of Madisonville, on the north bank of Lake Ponchartrain, where he will take boat for the city. Far away in another direction the stage brings the mail and passengers from Washington City and the East to the mouth of the Pascagoula River, where it is again turned over to the coast-wise boats and brought to the city through Lake Ponchartrain. The news-



fore us, bounded only by the faintly marked line where the blue of the sky melts into the deeper blue of the water below.

Here, again, we find the water alive with boats. At the custom house the larger vessels are discharging their cargoes that they have brought to Port Ponchartrain to avoid the long and hazardous journey up the river. Along the shores, at the bath houses, fishing camps and summer cottages, with their attendant pleasure boats of every description, the people are seeking recreation and relief from the heat and dust of the city

papers and heavy mail are brought across the mountains to Pittsburgh and then down the Ohio and Mississippi Rivers.

Separated, thus, from the other inhabited portions of the United States by hundreds of miles of almost impassable wilderness; and, dependent upon the water as a means of communication, New Orleans is almost as close to London and Liverpool as to New York or Washington, and it is not surprising, therefore, to find the happenings in Europe attracting more attention among the people of New Orleans than the events taking place in our own country.

At this time, England began to build tramways upon which cars or carriages were drawn by horses; and, a little later, began to experiment with steam carriages on these tramways, and New Orleans became intensely interested, almost every issue of the newspapers containing some reports of the progress of the railways in England and on the continent.

Not content with following the steps of the older countries, American ingenuity began to improve upon the locomotive machine, and Mr. Lambert, who lived in New Orleans, secured letters patent to cover an invention from which great things were expected. An account of this invention is published in the *Louisiana Gazette* of June 20, 1825, and is worth quoting in full:

New Steam Engine

A steam engine has been invented by Mr. Lambert, of this city, and for which he has received letters patent from the President of the United States, upon a perfectly new and novel principle.

His improvement consists in a strong cast-iron steam generator which is heated to a given point, when a portion of steam heated to a low temperature is introduced from a boiler of very small dimensions, which, coming in contact with the high temperature of the steam generator, becomes immediately heated to a great elasticity and is then let off in a cylinder with a common piston and upon the return stroke the same process is repeated.

There cannot remain a doubt that when he brings his improvement to perfection it will remunerate him immensely and will entail upon mankind the greatest obligation. It will obviate all of the objections now made to the steam engine for locomotive power.

At this time, the tubular boiler had not come into use and the greatest difficulty had been experienced in getting a boiler that would generate sufficient steam to run the engine without being so large as to be impracticable for a locomotive machine.

This news only added fuel to the enthusiasm over the subject of railways

and this enthusiasm crystallized into action when, on June 24, 1825, the editor of the *Louisiana Gazette* suggested that a railroad should be built from New Orleans to Lake Ponchartrain—four and a half miles. He quoted the recent successes in England, where a railroad had been built over a bog for the small sum of three thousand pounds, sterling, per mile (equivalent to about \$13,320), and asserted that, after buying the land and clearing it, he was confident that the road could be built for \$73,260 without any difficulty.

This suggestion apparently met with immediate response, and a company was organized, under the name of "The Ponchartrain Railroad Company," with Mr. Morris Hoffman as president and Mr. R. Clague as secretary, and with a board of directors prepared to build a railroad. But, while the organization of the company and the election of the officers was a familiar operation, the actual work of construction was an entirely different matter; there were no engineers in this country with experience in railroad building, the officers had never seen a railroad, and, indeed, the very conception of the proposed road was very hazy in the minds of some of the promoters.

We read with amusement of this board of directors seriously discussing whether the passenger cars should have springs or have the beds resting directly upon the axles; whether iron rails should be used or simply cedar timbers for the cars to run upon; whether the new-fangled steam carriages should be used or the less picturesque but more reliable horses. And, yet, these and many others that have become common-place with us were questions for anxious consideration, and some of them remained subjects for dispute for years.

At this time there were no railroads under construction in this country—the Baltimore & Ohio had not been projected and the Quincy Road in Massachusetts was not yet begun—but the people of New Orleans did not hesitate to venture into the untried field, leaving the others to follow.

The preliminary work was slow and

took much time, and it was not until January 20, 1830, that the charter was finally approved authorizing the Ponchartrain Railroad Company to "construct a railroad from New Orleans to some suitable point on Lake Ponchartrain or Bayou or stream leading to said lake, not exceeding ninety feet wide, with as many tracks as the said company may deem proper."

The road was located at the lower end of the old town and an avenue was made from the river to the lake, one hundred and fifty feet wide, perfectly straight and lined with trees. One contemporary writer says "a person standing at the river and looking down the broad avenue lined with trees can see the mast of the vessels on the lake as they pass the end of the avenue." This was probably an exaggeration.

The actual work of construction was begun on March 10, 1830, and public interest grew as the work progressed until, when the roadway was cleared, public announcement was made that several days would be set apart in which the public could drive over the road to the lake before the rails were laid, and crowds of vehicles lined the way during the days set apart.

This incident again awakened discussion through the papers in regard to the use of the engine invented by Mr. Lambert on the new road, when the startling announcement appeared in the Louisiana Advertiser of April 19, 1830, that, at No. 27 Conti Street an exhibition would be made of a small steam engine and railway in actual operation, to demonstrate that the steam engine was practicable for use in drawing railway carriages. The existing excitement assured that the exhibition would be well patronized. This railway consisted of a circular track one hundred and ten feet long on which a car, in which three men were seated, was drawn by a steam carriage at the rate of three hundred and fifty feet per minute. This exhibition was probably made by a Mr. Shields, of Cincinnati, who at this same time was exhibiting a similar railway in Cincinnati, and who, later, sold an en-

gine to the Ponchartrain Railroad. The announcement stated:

This novel machine has been constructed expressly for the purpose of showing the public the vast improvement that our wide extended country is capable of.

By this mode of transportation passengers and mail can be carried from one extremity of the United States to the other in four days, traveling with perfect safety to the passengers at a rate of twenty-five miles per hour.

The demonstration was a success and the railroad attracted so much attention that the manager of the American Theater arranged a series of exhibitions, on the stage of the theater, before the regular performances.

The theater advertisement is interesting in that it gives a picture of the first locomotive engine west of the Allegheny Mountains, operated on the first *completed* railroad in this country.

Like all beginnings, it was small, but it played no small part in convincing the people of the success of the steam engine and in confirming the officers of the Ponchartrain Railroad in their purpose to use the steam engine.

It was now April, 1831, and the Ponchartrain Railroad was ready for the cars. It was fitting, therefore, that the event should be celebrated in a manner commensurate with the occasion.

Accordingly, on the 23rd of April, in response to an invitation from the officials of the road, a distinguished gathering assembled in New Orleans. The governor and state officials, members of the legislature, mayor and city officials and many other noted guests paraded the streets in carriages; after which—according to a local scribe—"they proceeded, in procession, to the railway, and arriving there without any difficulty, entered the cars allotted them by the management."

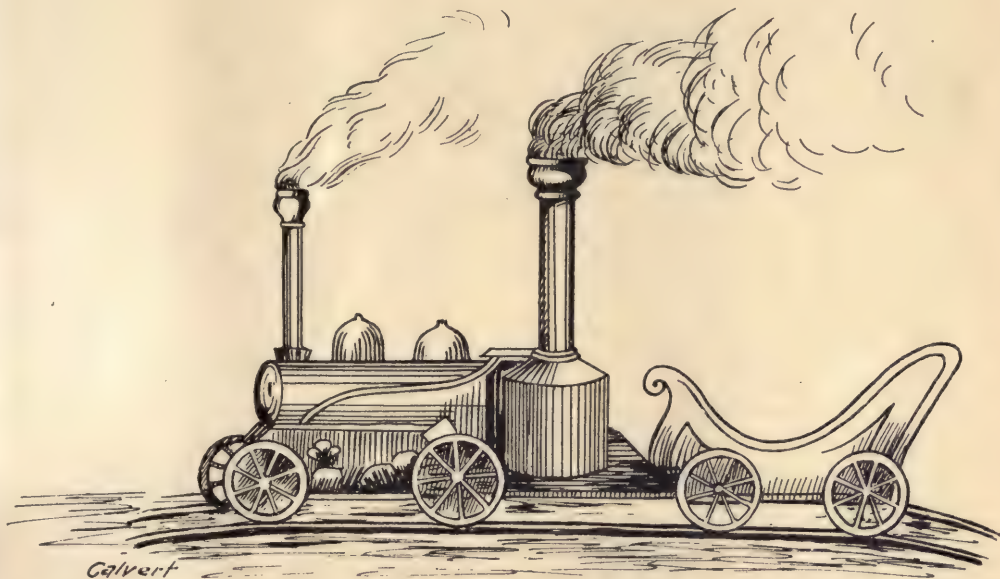
While they are embarking, let us look at the cars:

The steam engine has not yet been purchased, but there is "a brigade of cars," drawn by horses, lined up along the road at the end of the Marigny

LOUISIANA ADVERTISER, MAY 18, 1830.
AMERICAN THEATER

The Manager respectfully announces to the public generally that the Theater will be closed for the season on Saturday Evening, the 22nd inst.

LAST NIGHT BUT FOUR



The public are respectfully informed that an arrangement has been made with the Proprietor of the

**RAILROAD AND STEAM ENGINE
FOR THREE NIGHTS ONLY**

This evening, Tuesday, May 18th

the entertainment will be commenced with the novel exhibition of the miniature

RAILROAD AND STEAM CARRIAGE

which has lately been on exhibition on Conti Street to the great admiration of all who have seen it.

After which, Tobin's admired Comedy

THE HONEYMOON

Duke Aranza.....Mr. Caldwell

The whole to be concluded with the laughable farce

THE BENEVOLENT TAR

Edmond (with several sea songs).....Mr. Howard

Canal. The first car, bright with paint and varnish and bearing the name "Louisiana" in conspicuous letters upon its side, resembles an old English stage coach, except that it is larger and will hold about thirty people. This car is set apart for Governor Roman and the other state officials. The other cars are rough and show evidence of rough use and we strongly suspect that they were used in hauling the materials for constructing the road, before they were fitted up for their distinguished guests. These cars are like our dump cars or "Larries," and it takes considerable skill for the members of the party to clamber aboard without the loss of their dignity.

When, at last, everything was ready, the drivers cracked their whips and the cars moved off between the lines of admiring citizens who greeted them with shouts of approval.

The trip to the lake and back was made without mishap and the success of the road was assured from the first. The cars were run from the city every day at three, four thirty and six o'clock p. m.; and, if parties of twelve or more made application to the offices of the company, the car "Louisiana" would make special trips in the morning or at night. On Sunday the cars ran every two hours, beginning at five o'clock in the morning, but it soon became evident that the facilities would have to be increased to handle the passenger traffic, while as yet little effort had been made to handle any freight. The efforts of the officers were directed toward completing the road; turnouts were constructed so that cars could be run in both directions at the same time; new cars were bought or built; and, in a short time, everything was working smoothly and to the great satisfaction of the patrons and to the promoters.

The planters to the north of the lake, who were dependent on the slow-going canal boats, were urgent in their demands for the freight service and attention of the road was now given to that branch of the operation. With that optimism that made the decade from 1830 to 1840 noted for its financial operations, the plans were drawn on a liberal scale;

the land on either side of the road at the lake belonging to Mr. Alexander Milne, Sr., was laid off in the town of Milneburg and one hundred and sixty lots were sold at auction at Hewlett's Coffee House in New Orleans. Hotel Washington was built near the lake, facing the railroad; and, here, in the spacious halls and on the broad porticos, surrounded by the great trees and luxuriant vegetation that adds such beauty to the homes of New Orleans, many brilliant social events added to the prestige and popularity of the railroad. Piers were built out into the lake and an artificial harbor was made to enable the boats on the lake to unload alongside the cars and the progress was so satisfactory that early in the year 1832 everything was in readiness for the steam engine.

At that time Mr. John Shields, of Cincinnati, who is referred to in the newspapers as "one of the leading machinists of this country," was giving his attention to the subject of locomotive engines. He had exhibited in Cincinnati, as early as 1830, two small railroads in operation on circular tracks at the Amphitheater; and, tradition says, he made an engine to run on the public roads; but it was not a success and he rebuilt it and shipped it to New Orleans, arriving on the steamboat "Seventy-Six," June 15, 1832.

Here he approached Mr. John Grant, Superintendent of the Ponchartrain Railroad, and offered to sell him the engine. Mr. Grant arranged for a test; and, when no engineer could be found, offered to run it himself. The engine utterly failed to meet the requirements and was a "white elephant" on the hands of Mr. Shields, who was a thousand miles from home and without funds. He offered to sell it to Mr. Grant at his own price; but, as it could not be used on the road, it was of no use, except as a piece of machinery, and Mr. Grant offered him one thousand dollars for it and put it in the shops to run one of the lathes. Thus the erstwhile highway carriage and steam locomotive engine was relegated to the inglorious position of "helper" in a machine shop.

Sic transit gloria mundi.

Arrangements were now made to secure a locomotive machine in England; and, about September 1, 1832, one of the vessels that cast anchor in the river at New Orleans carried the steam car "Ponchartrain," built for the new railroad. It was unloaded and taken to Milneburg to await the day of the inauguration of the steam service, and, on September 5th, was put under steam "to see if the joints were steam-tight." We are told that "it passed playfully up and down before the Washington Hotel under as complete control as a hackney coach."

September 17th was set as the time for the first regular trip of the steam carriage, and about four hundred guests were invited to ride to the lake and back on the initial trip. The day broke dark and threatening, but the excitement aroused by the announcement of the railroad company took no account of the weather; and, long before the time designated, crowds assembled about the depot and along the streets through which the train must pass, eager to get the first glimpse of this wonder of the age. About one o'clock the cry went up that the engine was coming and soon the smoke was seen down the broad avenue when the train "came up in fine style, amid the plaudits of the multitude and a shower of rain."

"The beautiful steam car 'Ponchartrain' had a retinue of twelve cars in her rear," and into these the guests, to the number of three hundred or more, hurriedly climbed out of the rain. When the bystanders saw the crowding of the cars, predictions were freely made that the steam carriage would not be able to move them; and the officials themselves gave the signal to start with some anxiety over the result; but, "after a few labored aspirations," the "Ponchartrain" gallantly gathered up her train and moved off without a hitch or tremor. The tension was relieved; and, while the band played and the people shouted, the steam car gained momentum and was off to the lake at a speed that made the passengers catch their breath with astonishment.

As they passed out into the open coun-

try and approached the Hopkins Plantation, the black population crowded to the track to see the coming marvel; but, as it came rushing upon them, emitting smoke and sparks, and making unearthly noises, their fear overcame their curiosity and they took to their heels, stopping only when they were a safe distance from this iron monster.

After a delightful ride to the lake, a stop was made at the Washington Hotel, where a cold collation was served above stairs, while, below, "to counteract the effects of the drenching rain, many drank success to the 'Ponchartrain' in brandy toddies, gin slings, etc."

But, notwithstanding this auspicious beginning, and the consideration shown the "beautiful steam car 'Ponchartrain'," its pride had a most humiliating fall. Only three days after the brilliant trial trip, while coming up from the lake with his train, the engineer found his passage disputed by a cow. The eye-witnesses all agree that he used all of the means at his command to persuade the cow to make way for the train, but she refused to move. The train could not be stopped and trouble inevitably followed. We are not told what became of the cow, but the beautiful steam car was ignominiously thrown into the ditch.

The steam car was not seriously injured, however; for, only a few days later, a black boy, in trying to pass from one car to another while the train was moving, was thrown under the wheels and killed.

These more serious accidents appear to have been accepted as a matter of course, and attributed to the demands of the Fates; but, when the editor of the *Daily Argus* with a party of friends, returning from a pleasure trip to the lake, discovered one of the cars afire from sparks from the engine, and, later, found that the tail was entirely missing from the Sunday coat of a distinguished member of the party, a vigorous protest was made to the railroad officials and they were urged to find some way to extinguish the sparks before they left the engine so that the passengers might

safely wear their best apparel when riding on the railroad.

In spite of these early troubles, the railroad prospered; and its traffic, both freight and passenger, increased rapidly and steadily. As the freight began to move, Superintendent Grant noticed that much time was lost in loading the freight from the ground into the cars with a crane and he suggested to the directors that a raised platform be built so that the freight could be loaded without the crane. This was a radical departure from the practice in Europe and the directors declined to authorize the innovation, but Mr. Grant seems to have had some ideas of his own which he promptly proceeded to carry out. He instructed the workmen, who were building the depot, to construct the raised platform according to his plans and to pay absolutely no attention to any instructions except from himself. He then disappeared. When the directors made a tour of inspection—as he evidently expected they would—they instructed that the work be stopped. But the workmen were employed by Mr. Grant and would take orders from no one else, and, before Mr. Grant could be located, the platform was completed. The advantages were so obvious that the work was allowed to remain and the other stations were similarly provided. It is claimed that this was the first use of the raised platform in handling freight, and that prior to that time the use of the crane was general.

The Ponchartrain Railroad was now completed; and, for eighty years, in prosperity and adversity, in war and

peace, its trains have run. In 1880, it passed into the control of the Louisville & Nashville Railroad, but the old name has been retained and the old road from the city to the lake preserves its identity.

The old Washington Hotel still stands, in remarkable state of preservation, but its deserted halls and balconies are no longer filled with music and revelry. It stands in the public playground at Milneburg, silent and grim, its past glories forgotten—a ghost of departed greatness. But, as we stand in the shadow of the old stairway, it takes only a little closing of the eyes, a little play of the imagination to see again the brilliant party, dining and toasting some distinguished visitor with true southern hospitality; to see the lights and hear the music of the ball, where the beauty and chivalry are gathered for a night's pleasure; or to see the two little groups of men as they go silently out in the grey dawn, to the sheltered place among the trees, from which they return, bearing one of their number in their arms—the wounded honor vindicated and the seed of bitter memories sown, to be reaped in the long after years.

Yet, these are but dreams! Off toward the lake we hear the "chug-chug" of the motor boat; and, in the other direction, we see the smoke of the many industries and the dim outlines of the great city; while the modern locomotive, with its six coaches, that rushes almost upon us before its speed is checked by the air brake tells us that these quaint old days of romance are gone forever and the infant railroad has "come of age."





What the

World thinks

FAST FREIGHT TRIP TO GEORGIA

What is believed to be a record-breaking achievement in freight transportation was made by the Illinois Central, the Nashville, Chattanooga & St. Louis and the Georgia Railroad last week on a monster printing press shipped from this city to a newspaper at Augusta, Ga. This shipment left Chicago Monday night, April 3, and arrived in Augusta at 8 p. m. Thursday night, April 6, being en route less than seventy hours. In view of the distance, Chicago to Augusta, via the route used, 1,022 miles, and the necessary time consumed at principal terminal points, the time made is considered remarkable.—Chicago Post, April 12, 1916.

THE RAILROAD'S PREDICAMENT

Railroads produce one thing and sell another. Transportation may be called a commodity, but it is not merchandise. What a railroad sells is a capacity to effect transportation; and what the public buys is the use of that capacity and not the means itself. All the money a railroad spends, whether for labor, capital, materials, intelligence, or terminal structures, is directly or indirectly for the purpose of producing train miles. All the money a railroad takes in is for passenger and ton miles. A railroad does not sell its trains; it sells only their capacity. What it gets from the passengers and tons which occupy that capacity is out of its control entirely. Rates are made

by state laws or by the interstate commerce commission. Unable to control its income, the railroad has all the greater reason to look at the cost of its train miles, that is, to the control of its outgo. If it should lose control of its outgo, having already lost control of its income, it would obviously be in a precarious condition. But exactly that is taking place.—New York Times.

FUEL ECONOMY

By J. K. McCraney, Engineer, Columbus Division, Central of Georgia Ry.

THERE having been a great deal said recently relative to Fuel Economy and the elimination of excessive black smoke, all for the purpose of improving and to promote the efficiency of the service, it is therefore my aim to confine what I shall say to these principles and direct a few remarks to those in charge of transferring coal from tender to firebox.

Owing to my very limited knowledge of the theory of combustion, I will only refer to a few things that are of most importance to us; things every fireman should know in order to give good service. However, there are a great many firemen who accomplish this who do not know the reason for their having done so. But we can best understand and appreciate the importance of Fuel Economy when we have learned the value of a given quantity of coal, or in other words, what a given quantity of coal is capable of producing when handled prop-

erly and compare this with the results obtained from the same quantity of coal when handled improperly. Of course, we all know that conditions are not at all times perfect, and for this reason we cannot expect to obtain perfect or complete combustion, but by adhering to the correct principles of firing we may improve these conditions to a great extent and as a result save a considerable amount of coal and partly eliminate the black smoke nuisance, for there are certain undesirable conditions that are unquestionably due to improper firing. The condition of the fire is the most important, for here is where combustion takes place, either perfect or imperfect. It is therefore necessary to keep the fire in good condition in order to get the most desirable form of combustion. We sometimes speak of Fuel Economy and the elimination of black smoke as though they were two difficult problems to overcome, but such is not the case, if Fuel Economy is practiced by firemen using the correct principles of firing. The elimination of excessive black smoke will automatically follow, and there will be no cause for complaint from this source, as it is invariably the extravagant use of coal that produces excessive smoke. Now, as to the value of a given quantity of coal, one scoopful for example: We all know, or at least should know, that one pound of coal when combustion is complete will evaporate about seven pounds of water, or, in other words, turn that much water into steam. There being about fifteen pounds of coal to the average scoopful, we can readily see that this amount should evaporate one hundred fifteen pounds, or about fourteen gallons of water. Under these conditions one pound of coal is capable of producing about 10,000 heat units (a unit of heat is the heat required to raise a pound of water at near 32 degrees one degree), enough heat to raise the temperature of 10,000 pounds of water 1 degree, or about 6 gallons to 212 degrees (Boiling point). These results

can only be obtained by firemen using economy in the distribution of coal over the fire. Some firemen seem to lose sight of the fact that a free passage of air is as essential to proper combustion as plenty of coal. This is true, however, and a generous supply of air is necessary in order to get good results. If the air is restricted by the formation of clinkers, it is a known fact that the steam pressure will fall back. It is therefore necessary to keep the fire free from clinkers so that the air will pass evenly and freely through the grates to supply the required amount of oxygen that is necessary for complete combustion. In order to get the highest degree of heat and at the same time reduce the work to a minimum, the fireman should comply strictly with the correct principles of firing. By doing this there will be very little clinker formation, as clinkers are invariably caused by heavy or overloading fire with coal, retarding the free passage of air through the grates which is essential to good service. Firemen should bear this in mind and guard against such practice. The exclusion of air, no matter from what cause, has the same effect on the steaming qualities of coal. The coal should be distributed evenly over the fire in quantities only necessary to keep a good bright fire and never in such quantities as will have a tendency to smother it or reduce the temperature of the firebox to any great extent. This method of firing gives cause for great volumes of smoke to be emitted from the stack and is an acknowledged indication of useless extravagance. When such methods as these are followed, it requires three pounds of coal to produce the energy that one pound is capable of producing when proper methods are followed. It will therefore require three pounds of coal under such conditions to evaporate seven pounds of water. We can see by this comparison that two-thirds of the value of the coal has been wasted by improper firing, and ultimately the fireman has

given the whole of his labor for only one-third of its value and the company has given full value for one-third efficiency. So the full value being derived from a given quantity of coal means one-third work for the fireman with full reimbursement for his labor, and maximum fuel efficiency to the company for their expenditure. Then,

should we wonder at being urged by the management to resort to the best possible means to get the highest degree of heat from the minimum supply of coal? No. Hence the correct principles of firing should be adhered to in order to accomplish this.

The Right of Way, Savannah, April, 1916.

Courtesy

C. L. Bent, Inspector Passenger Service

Personal prosperity depends upon business success and business success depends not only upon supply and demand but upon the methods followed in the conduct of the business. Supply and demand are governed by the conditions of the times but the methods of conducting the business are controlled by all those connected with the business, and it is with these methods that employes are directly concerned and their co-operation with the management will produce the greatest success.

Courtesy is one of the methods adopted by the management of the Illinois Central Railroad Company. By incorporating it in the slogan—"Safety first, courtesy and efficient service always"—and by issuing bulletins recommending, requesting and even demanding its use, they have pronounced the exercise of it to be one of the essential methods to be followed in securing a successful railroad.

The success of a railroad is of vital importance to every employe, for on this success depends not only its power to pay increased wages but its power to maintain its full force of employes at full time. Hence if an employe should be lacking in loyalty to his company which not only supplies his bread and butter but his luxuries as well, he should be alive to his own personal interests and realize that they are liable to suffer if those of his company does.

This management, as well as others,

have advised that courtesy is absolutely essential to a salesman. All employes of a railroad are salesmen, engaged in selling the only thing a railroad has to sell, namely transportation. All acts of employes either please or displease the patrons of a railroad and add to or drive away from its business. Every man knows that whenever he has dealings with another that he personally prefers to be treated with courtesy, and what he himself wants, the patron of a railroad demands and if he cannot get it from one road, he is apt to go to another. No employe of this road intentionally desires to see any of its patrons leave but he may be the cause thereof from a thoughtless action on his own part. To prevent this requires that he be continually awake and alive to the interests of his company, not lazy or indifferent. He must always keep before him the answer to the question, "What should be said or done to give the best results for the company?" In other words by putting the company first and exercising self control, the proper action will be taken.

Consideration and courtesy are synonymous as used in the business world and means not only a consideration of persons but of property. One can be just as discourteous in the manner of handling baggage as if remarks were made aloud. If consideration is fully and pleasantly shown, courtesy will not be far away.

Story of Ali Baba and the Forty Railroad Commissions

A Fairy Tale

By Blewett Lee

ONCE upon a time there lived in the Youessay two Railroads who were brothers, one named Cassim, and the other Ali Baba. Cassim had a large business in coal, iron and grain, and became one of the wealthiest and most considerable of Carriers. Ali Baba, on the other hand, had nothing but a local lumber traffic, and not much of that.

One day, when Ali Baba was soliciting lumber business and absolutely up a tree, he saw a tribe of horsemen coming toward him. They were all well mounted, each riding an Office, and with a sharp Order stuck through his belt, and their wallets were full of taxes, depots, fares, grade crossings, and other valuables. Ali Baba counted forty of these horsemen—there were really forty-eight, but they were so active and perpetually fighting that he always lost count when he came to forty. One, who seemed to be the captain of the band, was a long skinny person who wore the collar of the Association known as the Kornbellut Meetprodeusahs, one of the fiercest tribes of the Shippahs. He came up to a rock which stood in the way, and pronounced distinctly these words, in a language which Ali Baba remembered to have heard when he was a child, "State's Rights." As soon as the captain of the band had uttered these words, a door opened in the rock, and after he had made all his band enter before him, the captain entered and the door shut itself.

Ali Baba remained up the tree until the forty came out again, mounted their offices, and returned by the way they had come. When they had gone Ali Baba descended to the front of the

rock and pronounced the words, "State's Rights." The door instantly flew wide open.

Ali Baba was surprised to find a cavern, well lighted and spacious, and filled with precious stores of Interstate Commerce. There were rich bales of silk stuff, brocade, and valuable carpeting, and every kind of treasure of art and handicraft. It was evident that there were incalculable riches inside the cave. He gathered together such as he was able to carry away, and by the use of the words "States Rights" he found his way out again and returned to the city.

The effect of Ali Baba's carrying Interstate Commerce from the cave was that he found himself in possession of a heap of gold. This was discovered by a crafty Accounting Officer in the service of his brother, Cassim. Cassim then threatened to denounce Ali Baba to the Commander of the Faithful falsely, as being a member of a Trust or Combine, and so compass his ruin. Under this compulsion, Ali Baba told Cassim the secret of his wealth.

With this information Cassim also went to the cave and pronounced the words, "States Rights." The door opened immediately and when he entered, closed upon him. He found therein so much more riches than he imagined, and was so anxious to move the priceless Interstate Commerce which lay all about him, that he forgot the ancient and mysterious words he was to speak. Instead of saying "States Rights" he said "National Sovereignty," "The Constitution," "United States," "Free Trade," "Simple Jus-

tice," "Square Deal," "Common Sense" and a great many other things which might have moved a door of stone, but it was to no purpose.

About noon the forty Commissions came to visit their cave. They saw in the distance the line which Cassim had made for the purpose of moving the Interstate Commerce, and were greatly alarmed. They dismounted and some of them went directly to the door with naked orders in their hands, and upon pronouncing the proper words, it opened. Cassim tried to escape, but the Commissions, with their orders, soon deprived him of his life.

The Commissions held a counsel and could not imagine how Cassim had gained entrance to their cave or discovered the treasures of Interstate Commerce there. They decided to cut Cassim's system into four quarters, to hang two on one side and two on the other, within the door of the cave, in order to terrify any one else who might attempt to enter.

Cassim's stockholders were very uneasy when darkness approached and Cassim did not come back. They spent the night in tears, and when morning came they ran to Ali Baba in alarm. Ali Baba went at once to the cave, and when he pronounced the words "States Rights" the door opened and he was filled with horror at the dismal sight of his brother's four quarters. He entered the cave and took down the remains and carried them away with him, and in spite of his fears he also carried away some Interstate Commerce, selecting only the most valuable articles.

When he returned to his house, he consulted with his handmaid, Morgana, an intelligent slave, whom Ali Baba knew to be faithful and resourceful in the most difficult undertakings. At the advice of Morgana, an old cobbler by the name of Foarklosiah was brought in and sewed together the quarters of Cassim's system, so that he appeared to be reorganized, only there was no life in him.

Cassim had a great funeral and his

body was followed to the grave not only by stock holders, but by many bond holders as well. There came also many holders of life insurance policies, and those who had savings bank deposits besides, and a great number of Shippahs who, now that Cassim was gone, found that they missed him very much.

When the forty Commissions found that Cassim's body had been removed, and that some Interstate Commerce had been moved also, they said amongst themselves, "It is evident that some railroad has been moving Interstate Commerce, and has made good its escape. He evidently must have been in league with the one we found here. Let us send one of our number to the City and ascertain if any railroad has lately died a strange death."

One of the Commissions therefore came to the City and accidentally fell upon Foarklosiah. The Commission saluted him, and had no difficulty in ascertaining from him that Foarklosiah had recently sewed a railroad up. Upon the Commission's insistence, Foarklosiah finally led the Commission to the house of Ali Baba. Having found the house, the Commission marked the taxes up high on Ali Baba's door with a piece of white chalk.

A little while after the Commission had gone, one of Ali Baba's servants discovered that the taxes had been marked up on the door, and so she made similar marks upon the doors of all the neighbors' houses.

Meanwhile the Commissions had armed themselves and in the night gathered in front of Ali Baba's house, but they could not for the life of them tell who had paid the taxes which had been marked on Ali Baba's door. Increased expenses were marked on all the houses round about, and in every place they heard groaning about the high cost of living, so they were compelled to return to their cave without knowing who it was that had ultimately paid Ali Baba's taxes.

As the safety of the Commissions

required that an injury should not go unpunished, another Commission offered to go into the City and see what he could discover. He also succeeded in finding old Foarklosiah, and having been shown Ali Baba's house, this time instead of marking up the taxes he marked the profits away down with red chalk.

Not long afterward Ali Baba's servant, whose eye nothing could escape, went out and seeing the chalk marks, marked down the profits on all the neighbors' houses in the same place and manner.

The second Commission, on his return to the cave, reported his adventure and the captain and all the band were overjoyed at the thought of immediate success. They went into the City the same as before, but when they came to the street where Ali Baba resided they found that profits were marked down in houses all along the street, and there was much wailing in the houses at hard times, and mourning over lost profits, so that once more the band returned to the cave in distress.

This time the captain took upon himself the important task of ascertaining who was moving Interstate Commerce. He also addressed himself to Foarklosiah, who did him the same service that he had for the two Commissions. The captain did not mark the house with chalk, but he examined it so carefully that it was impossible for him to mistake it. Well satisfied with his attempt, he returned to the cave and said to the Commissions, "Now, comrades, nothing can prevent our full revenge, as I am certain of the house." He then ordered the members of the band to go out in the villages round about and buy twenty-four mules and forty-eight large leather jars, one full of oil, and the others empty.

The captain, after putting one of his Commission into each of the jars, rubbed the outside of the vessels with the Oil of Popularity. He then led the mules through the streets until they

came to the house of Ali Baba. Ali Baba was sitting on his house-top after supper to take a little fresh air. The captain addressed him and said, "I have brought some oil a great distance to sell at tomorrow's market, and it is now so late that I do not know where to lodge. If I should not be troublesome to thee, do me the favor to let me pass the night in thy house." This was arranged, and Ali Baba bade his servant prepare a good supper for his guest.

When preparing supper, Ali Baba's servant discovered that the Oil of Popularity was almost missing in the house. She remembered the oil jars brought by the stranger, and went into the yard. When she came to the first jar, the Commission within softly said, "Is it election time?" She was naturally surprised to find the Commission in the jar, instead of oil, but she immediately apprehended the danger to Ali Baba, and with great presence of mind said, "Not yet, but soon." She went this way to all the jars until finally she came to the jar containing the Oil of Popularity.

Ali Baba's servant made what haste she could to fill her oil pot. She then took a great kettle and filled it with the Shreveport Doctrine, which was hot stuff. As soon as it was ready she went forth and poured enough of it on each of the Commissions to prevent their interfering any more with Interstate Commerce.

When the captain of the Commissions gave the appointed signal, he found it impossible to get any of the Commissions to interest themselves in national affairs. Going to the first jar he smelt the Shreveport Doctrine. Enraged to despair at having failed in his design, he forced the lock on the door and ran for Congress. In this way he made good his escape.

When Ali Baba found that the Commissions were confining their attention to local affairs and no longer interfering with national business, he set out again for the cave. When he arrived there, he pronounced the ancient

words, "States Rights," and the door opened immediately.

From this time forward, Ali Baba began to move Interstate Commerce very greatly and with entire freedom. His good fortune spread to his neighbors, and the whole City became very prosperous by reason of the Interstate Commerce which came there. Ali

Baba, obedient to the Prophet, had a large harem, and many little railroads were reared in his house, which afterwards proved to be of great usefulness and honor so that the whole land was filled with prosperity because of the Interstate Commerce which had been brought out of the cave.—Railway Age-Gazette.

Letters of Appreciation from Graduates of the Fifty-Seventh Street Station Training School

Mr. E. A. Barton,
Chicago, Ill.

Flossmoor, Ill., Feb. 12, 1916.

My Dear Mr. Barton:—Allow me to thank you for the splendid instructions and lectures I received while in the Station Training School. I feel that you have helped me in every way with my work, and that your teachings will enable me to hold a better position, which I hope to do.

If the students will only follow your instructions, there is no doubt but what they will succeed with their work.

Thanking you and wishing you much success.

Your former student,
C. B. HALL, Ticket Clerk.

Abbeville, Miss., March 1, 1916.

Mr. E. A. Barton.

Dear Friend:—I want to thank you for the many favors and splendid training I received while taking the course in the Station Training School, which you have under your control.

I am now working as clerk here, and like my work very much, but intend to do my best to earn a higher position, which I am sure will come in its own good time.

The agent here, Mr. Knight, is a perfect gentleman, and is always ready to help me in my work when I need help.

Thanking you and wishing you the best of success, which I am sure you will gain, I remain,

Yours very truly,
PATSY McCARRON, Abbeville, Miss.

Garyville, La., March 3, 1916.

Mr. E. A. Barton.

Instructor of 57th Street Training School.

Dear Professor Barton:—Owing to the fact that I am now a real busy railroad man, and, like the majority, have been too busy to write you. I wish to state that I owe you many thanks for what you did for me the few weeks I spent under you in school, and appreciate your pains and instructions very much. Also thank you for sending me to the land where I can see a summer time all of the year.

A few words to the fellows who now are under your care. If they will just do as you say, they will never regret it, and am sure when they get out on the road, they can look back and say, "Those few weeks were well spent."

I will close, with respectful appreciation to you and your wife, I beg to remain,

A former student,
O. D. WEITZEL.



Mayfield Kentucky

THE City of Mayfield, is located on the edge of the foothills of the Cumberlands, is one of the most progressive cities in the State, and harbors within its bounds about ten thousand souls.

Mayfield was founded about 1825, and while she has never been graced with a boom, her growth has been continuous and healthy, and much could be said of her history; but the present will perhaps be of more interest to the reader, so will omit the glories of the past and write of the present and what is yet to come.

Among the many good things she can justly boast of, are her many magnificent churches, schools and other public buildings of modern construction. The schools speak for themselves through the young citizens they are returning to our commercial life, prepared in a thorough and practical way to take up a vocation and secure for themselves the most there is in it. Present school system is composed of 3 grammar and one high school and has a faculty of 23 teachers that can best be judged by the product they are turning out. From an estimate made by the University of Virginia, in which forty-two schools competed, there were but two that could compare with the high grade work done by Mayfield High School; this estimate shows that out of 73 graduates in the past six years, 57 have entered 23 of the larger universities and colleges throughout the country, among them being Chicago, Transylvania, Vander-

bilt, Indiana, Syracuse, Sewanee, Kentucky, Randolph, Macon, Peabody, Logan, State Normal, Georgetown and Tennessee, of this number not one of them has failed to make their grade, which is an enviable position for a school to hold when you take into consideration the well known fact that 25 per cent of all entrants in larger schools fail to make their grades the first year.

Her water and lighting system is very elaborate, efficient and will compare with any town its size in the country, having recently added a modern white way which extends throughout her business district, furnishes ample power and water for industries and water and light for city. Water supply is inexhaustible and as pure and free of mineral as any in the country, being 98 per cent pure and absolutely free of malaria.

We have brick streets throughout the business district and good streets and roads all over city and county.

Mayfield can also claim for her own more travelling men as residents than any other city in the state, including Louisville; we have 150 residents of that description in our midst, which is accounted for by the fact that it is one of the healthiest, most up to date cities where property, rent and general cost of living are most reasonable. Is centrally located for this territory and has transportation facilities that will connect you with any point in the central west or south within ten hours, and with a minimum loss of time to any point.

Of the well known industries, tobacco



Court House



*Business Section
Mayfield Ky.*





ASSORTING AND PACKING TOBACCO, MAYFIELD, KY.

is probably the best known. Mayfield is famed throughout the United States and Continental Europe, for her high grade of dark tobacco, and is the largest loose leaf tobacco market in the world, marketing thirty million pounds annually, ships to practically all parts of the civilized world and has buyers on its mart the year round from all parts of the continent.

Another industry in our midst, that is no less known in every state and territory in the United States, is our clothing industry. It can be well said of them that they are one of the Seven Wonders

Mayfield Woolen Mills and Merit Mfg. Co.

The first named manufacture the Famous Sheep Brand of pants, from the raw wool. This product enjoys an enviable reputation with over ten thousand merchants selling them and over a million wearers testify as to their superiority.

For a half century this business enterprise has been building its reputation, and how well it has builded and how strongly it is entrenched is evidenced by its constantly growing business, and its thousands of satisfied customers.



MERIT MANUFACTURING COMPANY, MAYFIELD, KY.

of the industrial world and that they even defy the laws of gravity, situated as they are far away from the source of supply. They can well be compared to the Furniture Industry of Grand Rapids, which holds a similar position in the furniture world, and like unto that industry have come to the front by sheer force of honest quality and efficient management.

This industry is represented by the

Success has been attained by strict adherence to its old time and established principle, to make a piece of honest cloth out of honest wool. This plant today is one of the greatest in the state and the largest of its kind in the United States, and employs the year round, over 500 skilled workmen.

The plant itself covers an area equal to a city square, with modern buildings and up to date machinery and it can be

said without fear of contradiction that no plant is better fitted to manufacture its product. This plant, together with their Paducah branch, has in all, a total of 125,000 square feet of floor space, with yearly sales of over a million dollars, and their product is sold in every state and territory from the Atlantic to the Pacific, and from the Dominion to the Gulf.

The last named manufacture the re-

further evidenced by the fact that their sales are steadily increasing each year.

This industry has a factory covering three quarters of a city block, with floor space of seventy-five thousand square feet, and employs over three hundred skilled tailors throughout the year.

Another industry that has come to be known as a synonym of Mayfield, is the Clay Mine, owned and operated by The Kentucky Construction and Im-



nowned American Gentleman Trousers, Pony Boy Suits, and Merit System Clothes. While they have been established less than a score of years their clothing has become known as clothing of merit, containing quality, workmanship and style that is unsurpassed.

They have scattered throughout the several states and territories, over seven hundred and fifty thousand wearers, that are wearing Merit merchandise because the last suit wore well, fitted snugly and was a good value, which is

proved by the fact that their sales are steadily increasing each year. This industry is served by its own standard gauge spur track making it especially adaptable to carload business.

The deposit of this remarkable material is known to underpay a major portion of a tract of three hundred square acres, which is owned by the company in fee simple, and is ample, at the present rate of mining, to supply trade for more than fifty years.

With a beginning in 1891, of shipments at the rate of some two or three cars per month, supplying this to manufacturers of floor tiles only, the business has grown to a volume of approximately 75 cars per month, and ships to practically all users of plastic clay. In addition to the long established demand for this material by manufacturers of Floor and Wall Tiles, Dinnerware, Electrical Porcelain, Sanitary Ware, etc., etc., which lines are increasing their consumption of this clay, the European unpleasantness has caused former users of English and German Clays to investigate American materials very carefully. The result has been that the better grades have been adopted by the most exacting trade, including Steel Enamels, Brass and Silver Crucibles, Glass Melting Pots, etc., with which this company now enjoys a very large business on the standing order plan.

These mines produce eight separate and distinct grades, enabling the company to reach practically all the users and serving to regulate operations in a most satisfactory manner, as all the lines of manufacture rarely suffer a heavy falling off in demand at the same time.

It is claimed that one grade of this clay stands in a class by itself, in that it is absolutely free from the slightest particle of grit, being highly plastic and uniformly one thing all the way through. This cannot truthfully be said of any other known clay, either of American or European origin.

The mines are equipped in a most modern and efficient way, all haulage being done by steam operated steel rope cables, the product being so carried to storage sheds or dumped through chutes directly into railway cars when practical, for shipment.

To be able to promptly serve a very large trade under all weather conditions, storage sheds of a total capacity of 390,000 cu. ft., are located along spur track. These will very soon be greatly increased in order that the rapidly growing demand for this material may be properly handled.

Our brick industry is fostered by the Standard Brick Co., president, X. B. Wickersham, who is without a peer when it comes to making brick. They specialize in dry pressed red and color brick and are jobbers in building materials in quantities, and their only competition is due to the better location of some industries who enjoy better freight rates, the quality of the product being unsurpassed.

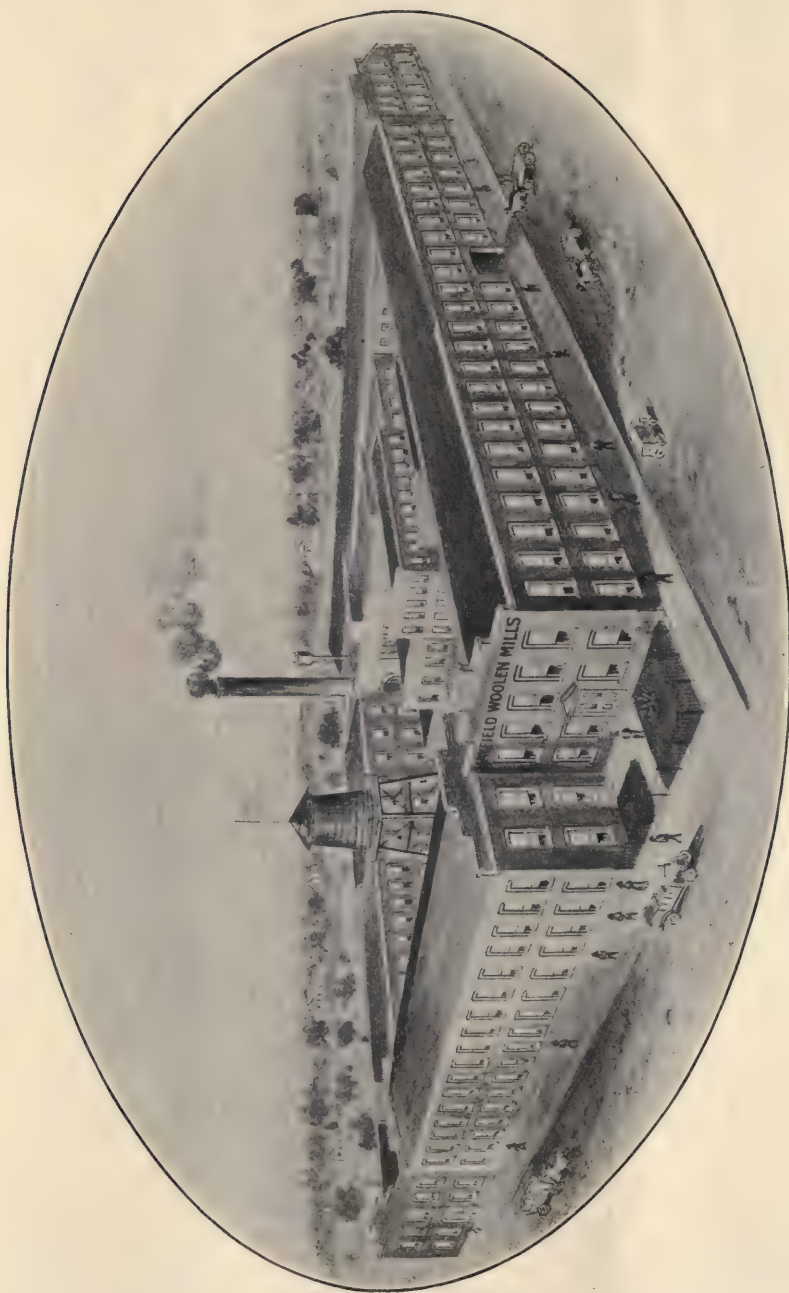
Last, but not least, comes our flouring and grain industry, represented in the main by R. U. Kevil & Sons, who are well and favorably known in this section. This plant has a daily capacity of 200 barrels and is known throughout the territory for the excellent quality of the output.

Other local industries worthy of honorable mention are the Mayfield Water & Light Co., Mayfield Planing Mills, and Mayfield Coal & Ice Co.

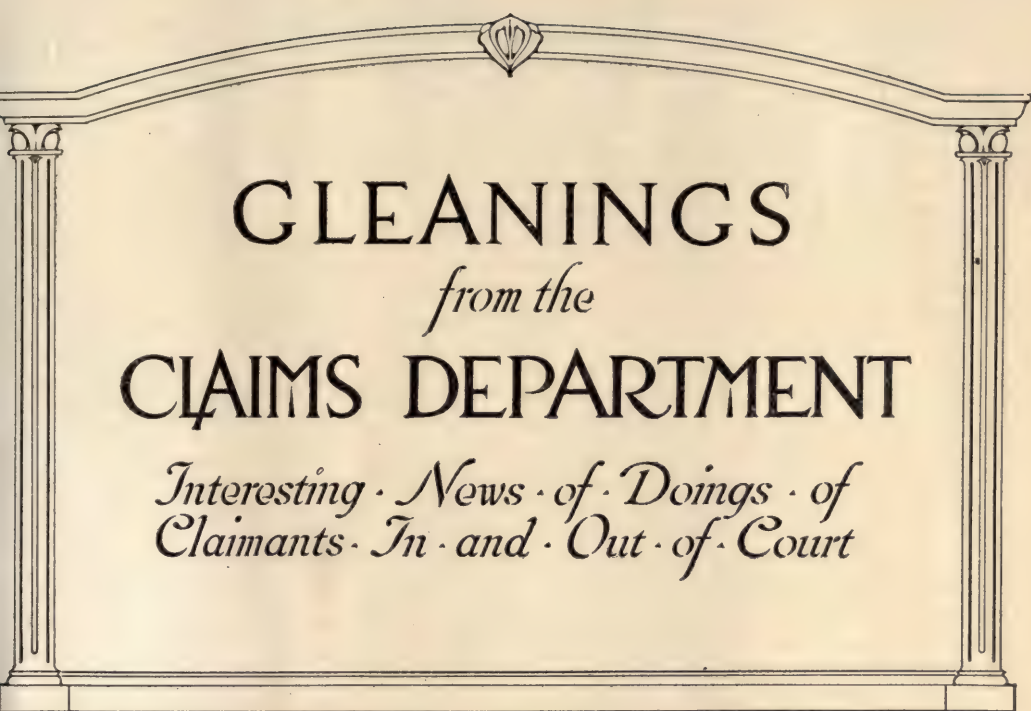
It would seem, by the foregoing, that progressiveness is fostered alone by the city business men. Not so. The business men of our county are getting away from the one crop system, are introducing into their soils minerals that have been exhausted by that continual one crop, and are making that land a more valuable possession.

At one time, in this county, one could see little but tobacco provided the roads would permit travelling far enough from the city limits to find it; now we have good roads everywhere and you cannot travel far without seeing dairy and beef herds, alfalfa, clovers of every kind, wheat, oats, corn, rye, barley, pastures and gardens sufficient to furnish feedstuff for both man and beast and prosperous looking farmhouses that naturally follow good roads and diversification.

Above all, we have in our citizenship, the sort of progressiveness that is contagious to the newcomer, that selfsame spirit will still create new industries, devise ways to utilize what is now wasted and continue to make Mayfield the best place in the State of Kentucky, if not in the entire south in which to live and prosper.



PLANT OF MAYFIELD WOOLEN MILLS, MAYFIELD, KY.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

“Mosquito” Suits Knocked Out

On the 3rd ult., the Mississippi Supreme Court handed down an opinion in the case of Mrs. Harriett Shackleford vs. I. C. R. R. Co., appealed from a judgment for \$100 in the Circuit Court of Tishomingo County, the Supreme Court reversing the judgment and dismissing the suit.

The Shackleford case grew out of the Company's acceding to the request of a number of people at Tishomingo and Paden, Miss., and accommodated them by stopping the Seminole Limited, southbound, for passengers destined to Dennis, Miss., and the stopping of the northbound Limited on the afternoon of the same day to pick up the same passengers at Dennis for Tishomingo and Paden. By the institution of this suit and 31 others, plaintiffs showed a lack of appreciation of a courtesy rendered by the Company for which it could receive so little remuneration as to hardly pay the expense of stopping and start-

ing the trains. The distance from Tishomingo and Paden to Dennis is only eight and six miles respectively.

On the day in question a “Song-Fest” was scheduled at Dennis and a number of people living at Tishomingo and Paden desired to attend it, but there was no train service which would enable them to do so. After train No. 9 had left Jackson, Tenn., a request was made on the Road Master to stop it and also northbound train No. 10, and the request was granted. It appeared that train No. 10 had an unusual number of passengers after leaving Birmingham and practically all the seats in the day coach were occupied, so that on arrival at Dennis the conductor requested the passengers boarding the train there and for whose accommodation these trains stopped, to go into the baggage car and stated that seats would be arranged on the trunks and boxes for the ladies. To reach the baggage car it was necessary

for them to pass through the combination smoker and negro car. There were two negroes in the negro compartment and Mrs. Shackleford and the other thirty-one passengers who filed suits, claimed that their sensitive olfactories were irritated by the odors in the negro compartment as they passed through. They also complained of cinders, dust, etc. The trip from Dennis to Paden occupied about ten minutes and to Tishomingo about five minutes more. Some person, together with a lawyer, shortly after the trip, conceived the idea of profit by looking up the passengers and inducing them to permit suit to be filed and, in this way, the thirty-two suits were instituted, among them being one by the Mayor of Tishomingo, who also appeared as a witness for the plaintiff in the Shackleford case. Several gentlemen and some of the ladies refused to countenance such a program and permit suits to be brought in their behalf, but did appear as witnesses for the defendant in the trial of the Shackleford case. Both ladies and gentlemen testified that they suffered no inconvenience whatever, but rather considered the experience in the nature of a lark, as did everyone else, as there was a great deal of hilarity indulged in and no complaint was made. Evidently no one dreamed of being damaged, much less of filing a claim or suit, until they were solicited to do so. In spite of this, the jury returned a verdict for \$100, this being the only suit tried, the others being otherwise disposed of later. It is pleasing to record that the Supreme Court did not look with favor upon this litigation and reversed the judgment, dismissing the suit.

The total revenue from the trip did not exceed \$20.00 for the Company, while many times this amount was expended in the investigation of these claims and suits, the preparation for defense and the actual trial of the one case. There was no legal obligation upon the Company to stop these trains and this experience would not tend to encourage a repetition of such a courtesy. This is not an isolated experience

but it very frequently happens, where the Company attempts to accommodate people that that fact is given little consideration if an opportunity presents itself to file a claim or suit; yet in face of such exhibitions, railroads are frequently referred to as heartless corporations.

NOT LIABLE FOR KILLING MULES

Comment has heretofore been made upon the fact that most owners of stock seem to be firmly imbued with the idea that the killing of stock by a train fixes liability upon the Company, irrespective of the circumstances. The decision of the Supreme Court of Mississippi in the J. Carl Jones stock suit clearly and emphatically shows the error in such an impression. The decision is as follows:

"We have examined the evidence taken at the trial of this case and it seems clear to us that the defendant below met the burden imposed by the prima facie statute. The defendant showed just how and under what circumstances the mules were injured by the running train. It appears that the engineman did everything possible to avoid striking the animals after he saw them. We find nothing in the testimony of plaintiff's witnesses in conflict with the testimony of the engineman. We may admit all that plaintiff's evidence tends to prove, and yet, we are unable to see wherein the defendant's witnesses are contradicted. It stands undisputed that the train crew were not negligent when they discovered the mules on the track. There is no obligation on the servants of the Company to keep a lookout for trespassing stock. We think the engineman gave a perfectly valid reason for his not seeing the mules earlier and we can find no facts or circumstances warranting a belief that he falsified. We are unable to say that the engineman's statement of the facts is unreasonable, in the absence of any evidence tending to a contradiction thereof and we find no such evidence in the record. REVERSED AND REMANDED."

Upon the trial of this case the plain-

ATTORNEY AT LAW.

ABRAHAM LINCOLN
ATTORNEY.ABE LICKUM
SHYSTER.

"DISCOURAGE LITIGATION—
PERSUADE YOUR NEIGHBORS TO
COMPROMISE. POINT OUT TO THEM
HOW THE NOMINAL WINNER IN A LAW
SUIT IS OFTEN A REAL LOSER. AS
A PEACE-MAKER, THE LAWYER HAS A
SUPERIOR OPPORTUNITY OF BEING A
GOOD MAN. THERE WILL STILL BE
BUSINESS ENOUGH."



ENCOURAGE LITIGATION—
PERSUADE YOUR NEIGHBORS TO
FIGHT. POINT OUT TO THEM HOW
THE WINNER BENEFITS THE LAW-
YER. AS A TROUBLE-MAKER,
THE LAWYER HAS A SUPERIOR
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NESS ENOUGH, IF YOU GO AFTER
IT.

S.M. COPY
1914

tiff and several witnesses testified that, while they did not see the accident, they did observe the tracks of two mules upon the roadbed for a considerable distance along the track and that the engineer should have stopped and avoided striking them. While this proof has very frequently been resorted to with considerable success, it has always seemed immaterial and unfair for the reason that it has long been established as the law that an engineer is not required to maintain a look-out for stock but only to use ordinary care to avoid striking them when they are seen. The presence of foot prints on the roadbed does not indicate that the engineer saw the animal as he might have been doing something about the engine at the time, which prohibited his looking out, or the curvature of the track, weather conditions or something else, might have prevented his seeing it.

It has always been looked upon by railroad people as a hardship that they were held liable for the killing of stock when it was practically impossible to prevent killing it. The fencing of the track does not keep them off except to a small extent, as private gates are left open, there is no known cattle guard which will turn them, they get upon the track at highway crossings and at station grounds and other places where it is impossible to fence, and where the owners make no effort to keep up their stock but permit it to run at large, it has seemed unreasonable to require the railroad company to take more care of it than the owners themselves. An engineer ought to avoid striking stock where he sees it and can do so and it is fair to presume that he does avoid it where he can, if for no other reason than his protection as the striking of an animal is likely to result in the derailment of an engine and injury or death to the engineer. If it were more generally known among the public that the courts do not favor holding railroads liable for all stock killed, it would, perhaps, result in stock being kept up and thus greatly reduce the peril to train employes and passengers, as well, of course, as some

saving to the railroad company in stock claims and wreckage expenses.

A PROFITABLE CALL

Another case passed on recently by the Supreme Court did not result as favorably for the company. That was the case of L. E. Martin, filed in Sharkey County, Miss., for damages sustained account waiting at a country road crossing at Rolling Fork, February 5, 1913, the crossing being blocked by a freight train which had been backed on to the Riverside track to allow of the meeting of a freight and passenger train. In this case a judgment was rendered against the railroad for \$2,500, which was sustained by the Supreme Court.

The night was chilly and the hour late and the delay to Martin, a country physician was, no doubt, annoying but it is doubtful if the doctor ever had a more profitable call than the collection of this judgment for that trip. The laws of compensation and relative values are sometimes very peculiarly handled in the jury room.

In the light of this verdict it would seem a misfortune to those who find crossings open rather than to those who find them blocked. It is hoped that members of train crews reading this will remember, when necessary to stop their trains over a public crossing that it sometimes proves very expensive to keep a crossing blocked longer than the statutory period and if necessary to remain longer than such period, see that the crossing is cut.

SUNFLOWER COUNTY LITIGATION

At the April term of Sunflower County court at Indianola, Miss., the railroad came off victorious in two stock suits and one personal damage suit. In one of the stock suits a verdict was rendered by the jury in favor of the defendant and thus challenges attention, and in the other stock suit, the court gave a peremptory instruction for the defendant.

The personal damage suit was the case

of W. W. Brown against the Y. & M. V. R. R. Company. Brown called on the agent at Blaine, Miss., January 8th, 1916, carrying more wet goods than was good for him, and got into an altercation with the agent in which both failed to show any modesty in the expression of their opinions of each other. Some blows were struck but without much damage to either participant in the fray. Eleven

of the jurors were of the opinion that Brown was the aggressor and, if damaged any, got what he merited, but one juror thought he ought to receive \$1000, the eleven finally compromising with the one upon a verdict at \$50.00. After the payment of attorney's fees and costs, the net proceeds will hardly encourage Brown to repeat the experience as a financial undertaking.

The Right of Way Horse



ONE OF THE CHIEF CAUSES OF DANGER TO LIVES AND LIMBS OF RAILWAY TRAINMEN AND PASSENGERS.

The accompanying picture of a "right of way horse" was secured by Supervisor W. E. McCune, two miles north of West Point, Miss., on the 11th ultimo. It is a true picture of the horse which was still alive when the picture was snapped. Mr. McCune is shown in the picture. The colored men are Bob Manning and Monroe Jones. The horse is the property of Jacob Smith. Of course, no one could expect this horse to keep out of the way of trains for any considerable length of time. The bones of an old animal of this kind are tougher

than those of younger animals and more likely to derail trains. When this class of stock is killed on the track the Railroad Company is invariably asked to respond in damages. If our neighbors living along the line knew how many worthless old animals we pay for in the course of a year, and how much risk had to be endured by passengers and trainmen in order that the old stock might be killed, there probably would be a loud protest on their part against subjecting human beings to such unnecessary dangers.

PASSENGER WRITES SENSIBLE LETTER

A passenger on train No. 3 of the 23rd ult., who had evidently heard a great deal about the campaign being made on the Illinois Central to prevent killing live stock on the track, wrote a letter to Superintendent Patterson, at McComb, reading as follows:

"I was a passenger on train No. 3 to-day and as such observed an occurrence which I feel deserves being brought to your attention. Engineer Ike Martin brought his big, ponderous, magnificent train to a full stop at the road crossing at Thayer in order to let a couple of cows pass over in safety. I am a frequent traveler on the Illinois Central and have noted many times the most extraordinary efforts made by engineers to prevent killing stock on the track. It does look like, if the public would co-operate with the Railroad Company, that the two forces could entirely dispense with the danger to trains by reason of striking stock. Public sentiment in Mississippi is broadening out and the owner of a cow or mule who persists in permitting his property to endanger the lives of people riding on trains is almost entirely without any backing. About the only thing that is needed is to bring the true situation to the attention of the public."

HE WOULDN'T COMPROMISE

The case of J. H. Lee against the Illinois Central Railroad Company in the Circuit Court of Lauderdale County, Tenn., was tried April 11th, 1916, at Ripley, Tenn., resulting in a directed verdict for the railroad, which means that Mr. Lee has very little to show for his time and trouble, unless it is the experience and a good big bill of costs. The case has been pending since August, 1915, and arose out of the killing of a horse, the property of Mr. Lee, struck by train within the switching limits at Gates, Tenn., under circumstances which in law, entirely relieved the Railway of any responsibility. Notwithstanding the fact that the company had an absolute defense, an offer of compromise was

made Mr. Lee, but it was the full amount or a law suit with him.

APPRECIATES GOOD TREATMENT

Brakeman Ray V. Abrams, under date of the 6th ult., wrote Claim Agent J. D. MaGee, at Springfield, as follows:

"I want to thank you and your Department for the good and fair treatment I received at your hands account my injury some few months ago. I could not have received better treatment and the settlement made with me is sure a satisfactory one. I also wish to thank the Hospital Department for the exceptionally good care I received at their hands. The attention and treatment they gave me was first class at all times and, I am sure, the Hospital Department is under the best of management and I will thank you to convey this information to that Department."

IMPORTED DAMAGE SUITS

A Montgomery county jury put an imported damage suit out of business yesterday, returning a verdict for defendant in the \$50,000 suit of J. H. Matthews vs. Illinois Central.

Matthews claims that he was injured at Cairo, Ill. He now resides at Pine Bluff, Ark. Just why he should bring his damage suit to Mississippi was not explained in the declaration, but it is tolerably safe to assume that he had heard something about big damage verdicts juries in this State used to give against the railroads, and felt that he would be equally favored. But he was two or three years behind the times. Big damage verdicts are no longer fashionable in this commonwealth. It isn't so easy to mulct a railroad as it used to be. The men who compose our juries are waking up to the fact that the common carriers are entitled to the same square deal that is accorded an individual, and that verdicts should be based on facts, not on prejudice.

Incidentally, there is no reason on earth why a man who claims to have been injured in Illinois should bring his action for damages to Mississippi. When

you see a change of venue thus attempted it is a safe guess that the plaintiff is not looking for justice. He expects favoritism.

A strong and determined sentiment is being manifested in all parts of Mississippi to give the railroads fair play. The men who compose our juries are realizing that heavy damage verdicts, and especially unjust verdicts, increase the cost of operating railroads, and when the cost of operation is increased, transportation charges must be increased accordingly. In the long run the public must bear the burden.

Good headway is being made in this State towards putting a quietus on fake and frivolous damage suits. The Supreme Court decision a few weeks since on the contingent fee question was a hard blow to the shyster lawyers who stir up litigation of this character, and who are willing to take any sort of a case, realizing that they have everything to gain and nothing to lose, especially when they bring a plaintiff into court on a pauper's oath and thus forestall any possibility of being required to pay costs of action. —*Jackson (Miss.) Daily News*, April 15, 1916.

A NEW AND VERY BAD CONDITION AT DUBUQUE

"I shudder to think of what will happen this summer if men and boys persist in 'hopping trains' between Dubuque and East Dubuque."

This statement was made yesterday by Fred F. Munson, claim agent of the Illinois Central, while the death of Paul Cooper, who met his death in leaping from the "blind baggage" of a passenger train, was being discussed.

Mr. Munson was merely voicing the belief of all railroad men who are familiar with the perils of "hopping trains" and who realize that this practice is sure to be more common than ever this summer unless a way can be found to eliminate it.

WHERE THE DANGER LIES

Because of the sudden popularity of East Dubuque, due to prohibition on the

Iowa side of the river, hundreds of men and boys are now stealing rides over the Mississippi on both freight and passenger trains. By "hopping" a train, the men are able to save the price of a drink or two. Boys are stealing rides across the river out of boyish curiosity "to see what is going on over there." The result is that the "hopping" practice has had a rapid growth since the first of the year and it is certain to increase with the arrival of warm weather. This means, according to railroad men, an increase in the number of accidents.

Although the practice is dangerous at any time, it is even more so after dark. A tunnel and a long railroad bridge also add to the perils between Dubuque and East Dubuque.

PREDICTS FATALITIES

"There will be any number of them ground under the wheels this summer if they continue to 'hop' trains," a railroad official said yesterday. "Some of these fellows who go over the river, get drunk and then try to hang onto the side of a box car coming home are sure to be killed. It's bad enough for a man to 'hop' a train when he's sober, but when he's drunk it is almost a certainty that he will be either badly hurt or killed. We hear of close calls every day. But you can't convince them of the danger, and no matter how hard we try to keep them off, they'll manage to hang on somewhere. A few arrests by the police on both sides of the river would help to eliminate the practice and that is about the only way that it can be done. Arrest them and fine them and they'll be glad to travel the safe way." —*Dubuque (Ia.) Telegraph-Herald*, April 2, 1916.

JUST AMONG OURSELVES—A TRUE STORY

By C. H. Wegerslev

For obvious reasons the names given in this little true story are not the true names of the parties in interest, but aside from that I can vouch for the facts.

A good old friend of mine, whom I will call Daniel Smith, had a faithful horse that had served his family for



Standard Brick Co.



many years. One day the horse wandered on the track of the Illinois Central Railway just before a train came along, and after the affray was over the horse was lying by the side of the track very dead.

Dan felt sorry for the horse, but he determined to make the corporation pay him; so he filed his claim with the station agent for \$125 as the value of the horse. In due time his claim received attention, and he was notified that if he would accept \$75 and sign a receipt in full the check would at once be forwarded. Now Dan did not like litigation, but he was not satisfied with the offer; so the next day he was in town he called on his friends, Harris & Harris, attorneys at law, and laid the case before them. Judge Harris, the senior member, had good common sense, and he talked in a fatherly way to his friend Dan Smith.

"Now, see here, Dan," said the Judge, "if you can get \$75 without a lawsuit for that old horse, you had better take it. I would advise a settlement, even at some sacrifice, every time, if it can be accomplished without a lawsuit. You never know what a jury will do, and if the company is not satisfied it can take an appeal, and in the end you will be money out."

Dan considered the advice. It seemed good to him, and he accepted the offer of the company, received his check, and forgot about the matter. At the end of the month he received a statement of account from Harris & Harris, which read something like this: "To professional services and advice, \$25."

"What the blazes can that be for?" thought Dan when he opened the letter; but he soon recalled the matter of the claim against the railroad company. "I won't pay it," he told his wife, "as it is too darned much." And he didn't pay it.

The next month he received another statement, and with it a polite reminder that "we furnished the advice, and you acted upon the same and secured an amicable adjustment of your claim, and we must ask you to be so good as

to send us check to cover the amount."

Dan was stubborn. He didn't like litigation, but he didn't propose to let any one run over him if he could help it, so he went to another attorney and laid the matter before him.

"Well, Dan, I don't know as I blame you very much," said William Mulrooney, the other attorney who remembered a slight the firm of Harris & Harris had shown him; "but what can you do? Old Harris told you what he would advise, and you acted on his advice. It is true he charged you a good stiff fee, considering the amount involved; but if he sues you, as I think he will if you don't pay, he will put Guy Jones and Fred Smith and Tom McNulty on the stand, and they will all swear that the services performed were well worth \$25, and in the end you will be stuck for the costs, for an attorney's fees, and for the original \$25. Of course, if you don't feel that you want to pay it, I will be glad to take your case, and we'll make old Harris smoke some, but you must be the judge. I have given you my best advice in the matter."

Dan considered the advice, and sent Harris & Harris a check for \$25, and thought of the \$50 that now represented the value of the horse.

The next month he received a statement from William Mulrooney, which read like this: "To professional services and advice in matter of Self v. Harris & Harris, \$25."

Dan paid the bill. What would you have done?

SMALLEST CALENDAR IN YEARS

The Circuit Court of Pike County, Miss., convened on Monday, March 20, 1916, Judge J. F. Guynes presiding. The calendar for this term was probably the smallest that has been in the last twenty years. The Illinois Central Railroad Company was defendant in seven suits; two of these suits were settled for very small amounts and in both instances, the amount paid was about the same as

was offered in compromise before suit was filed. The only case of any importance was the case of Tim Martin. This case was filed for \$5,000.00 and before same was tried was compromised for the sum of \$250.00. The railroad company was ready for trial in all except two cases, while the plaintiffs asked for continuances in the others. Three of the cases were disposed of, while four were carried over to the next term.

RAILWAY PROSECUTION; RAILWAY PERSECUTION

Towns get in wrong with legitimate corporations because of acts of a certain element of people. For example, damage suits against railroads frequently sour railroad companies

against towns and cities, to the extent of putting them off the map. This prevents them from obtaining outside recognition that would otherwise be given. The railroads of the country have blazed ways to higher civilization, and while The News does not believe in giving them the earth with a fence around it, because of the good they have accomplished, we believe in giving them a square deal in every respect; just the same sort of treatment as is accorded individuals. We do not believe in turning prosecution into persecution, as is frequently done. We do not believe a \$10.00 cow is worth \$75.00 after having been "crossed" with a locomotive pilot.—The Carroll (Miss.) News, March 24, 1916.



CLAY PITS, MAYFIELD, KY.



In the residential district, Mayfield, Ky.





OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of I. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments, in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau,

Date.....

Local Treasurer,
Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....

Industrial, Immigration and Development Department

Illinois Central "Bull Day" at Carbondale, Ill.

By J. C. Clair, Industrial and Immigration Commissioner

THE "Bull Day" celebration at Carbondale, Ill., on April 1st, attracted over eight thousand people from all parts of the State.

Southern Illinois was especially interested, inasmuch as it had been advertised that the Illinois Central Railroad was going to distribute twenty-four pure bred Holstein bulls to communities along its lines in that part of the State and each delegation came to Carbondale with the intention of taking back one of these high grade animals.

This celebration was the outcome of months of persistent effort and co-operation on the part of State Food Commissioner Matthews, the Illinois Bankers Association and the Illinois Central Railroad. Several months ago a body of

men representing the dairy interests, the bankers and the railroads were called together for a meeting by Mr. Matthews to consider a plan for the extension of the dairy industry in Southern Illinois. The Illinois Central Railroad, having been greatly interested in the development of that part of Illinois for a long time, desired to take advantage of anything that would improve its agricultural condition, and found in this movement an opportunity to render great assistance by agreeing to furnish pure bred Holstein bulls to points along its lines where the communities showed a disposition to encourage dairying. The bankers entered into the spirit of co-operation by offering to loan money on easy terms to those farmers who would



purchase cows of good breeding and begin dairying.

It was decided that the launching of this great plan should take place at Carbondale, inasmuch as the bankers and citizens at that point were among the first to interest themselves in this movement, and, furthermore, the Illinois Central Railroad entering that city from six different directions, Carbondale seemed to be most advantageously situated for the distribution of the animals.

Train loads of people from surrounding and far distant cities and towns came to participate in the celebration. Delegations from rural schools arrived in large numbers to enter the contests for attendance and cow judging representatives of the St. Louis Business Men's League and the Chicago Association of Commerce, as well as officials of the Illinois Central Railroad were in attendance.

President Markham took an active part in the proceedings of the day and was one of the principal speakers at the large outdoor meeting in the afternoon,

as well as at the banquet in the evening.

The parade, which took place in the afternoon, was made up of high grade Holstein cows which had been shipped in to Carbondale to be sold to the farmers, the pure bred bulls presented by the Illinois Central Railroad and several choice specimens of bulls and cows, which were sent down for exhibition by Mr. S. P. Stevens, of Oak Glen Farm, Bartlett, Ill., and from whom the Illinois Central Railroad purchased its bulls. This parade was headed by Marshall R. V. Black and the Southern Illinois Normal University Band, followed by the State delegates, Illinois Central officials, the speakers and legislators. Next came representatives from the Chicago Association of Commerce with the Illinois Central Burnside Band, the St. Louis Business Men's League with their band, as well as delegations from other business men's associations from different parts of Southern Illinois. Hay-rack loads of children from the rural schools proved to be a great attraction.

Great interest was manifest when at noon a cow judging and guessing con-



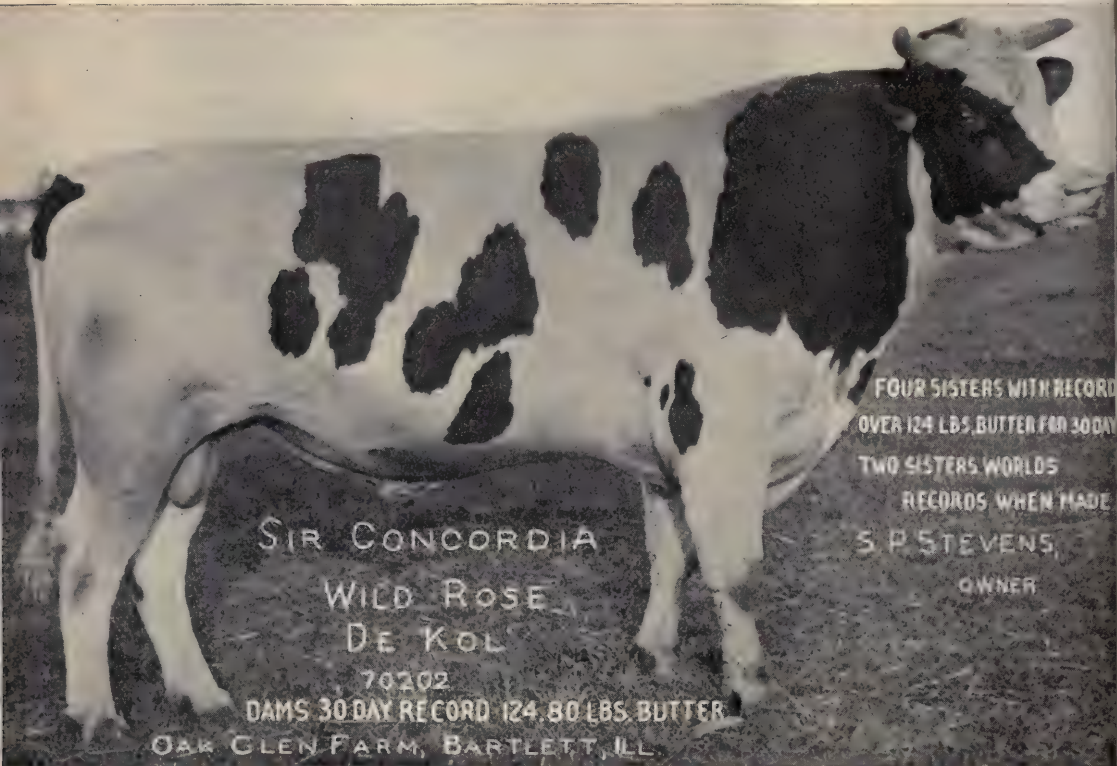
MILKING "HOPE DE KOL," CARBONDALE, ILL., APRIL 1, 1916.

test was held in the public park. Mr. S. P. Stevens had on exhibition two of his celebrated cows, each with records of over 500 pounds milk and 25 pounds butter fat in seven days. Mr. Stevens offered prizes to the students coming nearest to guessing the amount of milk given by these cows. Each cow gave two pails, amounting to over 40 pounds.

The Carbondale Chamber of Commerce also donated prizes for the largest

of the State Normal at Carbondale; Mr. James A. Walker, of the Blue Valley Creamery Company; Mr. E. K. Slater, former State Dairy Commissioner of Minnesota; Mr. R. R. Ward, representing the Illinois Bankers' Association; Mr. F. Kohl, of Centralia; State Food Commissioner Matthews, and J. C. Clair.

This big meeting at Carbondale marked the beginning of a vigorous campaign for the extension of dairy farm-



attendance from any one school, and the DeLaval Separator Company offered a prize of \$25.00 for the best essay on "The Advantage of Dairying."

The bulls distributed on this occasion went to the following communities: Pinckneyville, DuQuoin, Murphysboro, Vergennes, Makanda, Marissa and Carbondale.

The day closed with a banquet, Mr. John M. Crebs, banker of Carmi, Ill., acting as toastmaster. President Markham was the first speaker and his remarks were enthusiastically received. The other speakers were Prof. Shryock,

ing, which will revolutionize the dairy industry in Southern Illinois. It marked the beginning of an industry that will bring thousands of dollars to the farmers and business men. Just as fast as other communities in the southern part of the State become organized and purchase sufficient cows to warrant, the Illinois Central Railroad is prepared to furnish pure bred bulls, either Holsteins or other dairy types.

In addition to the work being done in Southern Illinois, the Illinois Central Railroad, through the Industrial and Immigration Department, is extending

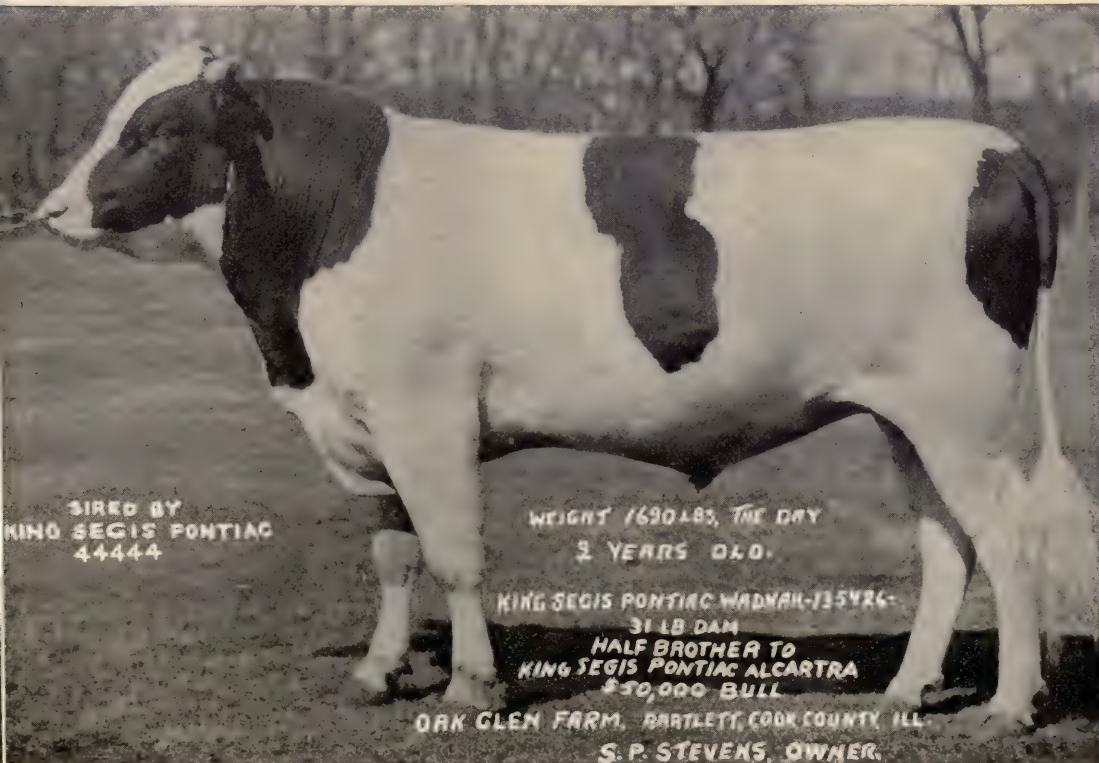


this campaign into Kentucky, Tennessee, Mississippi and Louisiana. The conditions in this part of our territory vary somewhat, but the same object is in view.

At Martin, Tenn., a Boys' and Girls' Dairy Club has been organized, with about seventy members. Each member of the club has agreed to buy a pure bred Holstein cow, the money for same being loaned by the bankers, and notes are endorsed by the each child's father. To this club the Illinois Central Railroad

has offered five pure bred Holstein bulls as prizes.

In Mississippi prizes of both Holstein and beef type bulls are being offered to the Baby Beef Clubs in the various counties. These prizes, however, are offered only to counties that are free from cattle tick, have farm demonstration agents and Baby Beef or Dairy Clubs, and will be awarded at the Mississippi State Fair to be held in Jackson, Miss., next fall.



Passenger Traffic Department

Little Talks with the Rambler

Service Notes of Interest.



Queer Things in Odd Places

I RECENTLY had occasion to take a trip over the line covering several days, during which when on one of our through trains, while it stopped at a considerable station, I got off and walked up and down the platform, as is my habit. This I like to do both for the exercise and because the activity of a way station between the arrival and departure of a train always interests me. On this particular occasion, as I was about to return to my sleeping car a clerical looking gentleman approached me and asked if I was the occupant of Lower 6, and on being advised in the affirmative he said that his little boy would be my companion in the section to the end of the run, he having Upper 6; and asked if I would kindly have an eye on him for the remainder of my journey. He added hastily, however, that I would find him no trouble, as the boy was a good traveler and friends would meet him on the arrival of the train at its final destination. The little chap won my heart at once, and his father's assertion that he would be no trouble was soon verified, for the boy was self-reliant, and withall well bred. In fact, he was a veritable little man, not forward, but answering my questions politely as I began to be interested in him, and in turn, as he became better acquainted, asking me questions as to what was passing without at all being

tiresome in the matter. On the contrary, he was more than entertaining in his observations and the interest that he took in what was going on about him. He was traveling light as to baggage, having only a cute little hand grip, which was clearly used for his school books when at home. This he kept opening quite often, viewing the contents with apparent delight. The latter were of a simple nature and evidently had been placed with care, with the sole end in view of covering his necessities until the next forenoon, with a few accessories for amusement thrown in. These last were purely of a boyish nature, and from that point of view interested me fully as much as they did the youngster himself. There was a block of paper and a box of pencils, a package of coupons with the flags and coats of arms of all nations in colors, and one or two other trinkets; but above all a pile of letters, each addressed to him. These, he explained, had been written for him to read on the train, one every hour until he reached his journey's end. It goes without saying that an hour was a remarkably short space of time in that boy's mind, for although he constantly referred to an Ingersoll watch that he carried, before supper time he they conveyed of a sweet home life it was evidently his good fortune to enjoy. He apparently was supplied with suffi-

cient money to meet all necessities and give him some incidental enjoyment en route, for he looked keenly over all the wares of the train News Agent, or had perused all of his letters. He confided in me about them, saying that they were written by his mama, his papa and his sister, and even offered to let me read one of them, which privilege I politely refused. Still, he chatted more or less to me about their contents, from which I was much impressed, from what he told of them, with the evidence "butcher," as he went through from time to time, and eschewing candies, edibles, magazines, and the like, finally settled down on and purchased one of the toy lanterns that is such a good seller on railway news stands and on trains. I noticed, however, that he did not touch the candy that it contained, but seemed to take a great pleasure in the lantern feature as such. I took him in the dining car with me for supper, but not being able to be seated together, and seeing that he was being properly taken care of, I left before he did, and was much amused on his return to hear him remark that he had enjoyed a *very* satisfactory supper, and that it cost him much less than he anticipated, so that he was able to "give the waiter fifteen cents." The sleeping car porter had also evidently been told to look after the boy, for at a very early hour in the evening he came to him, and with the ingratiating smile peculiar to his race with children, suggested that it was bed time, to which no demurrer was made. So while his berth was being made down, the boy and I sat together in an adjoining section, and there being nothing to be seen out of the window and in a way he having exhausted for the time being his topics of conversation, he began to empty his little pockets out on the seat beside him as he sat opposite me. There was the usual miscellaneous collection that is generally in a boy's pockets; in his case, handkerchief, jack-knife, string, a brass button from off an army uniform, and one or two other little articles which I have forgotten. However, what particularly caught my eye

was a brass check on which was stamped "Good for one Drink." "I wonder," I thought, "where a little fellow like that got such a thing as that check? Not from his father is certain, if I am any judge of human nature as I saw him on the platform, and judging from the boy's manner he is evidently of careful breeding." But I asked him no questions in the matter, and dismissed the mental speculation from my mind as simply one of those accumulations which boys make in a manner known only to themselves. When the porter told him his berth was ready I bade him good night and went into the observation car for the rest of the evening, prepared to spend it with the Rambler, whom I knew was to get on at the next stop and go through with me.

The Rambler made his appearance in due time in accordance with a previous understanding, and we spent a pleasant couple of hours together before retiring. Incidentally, in the course of our conversation, I told him of the boy and mentioned my momentary speculation as to where such a one as he could possibly have picked up the check I have mentioned. The Rambler laughed and said "Easy enough. You said his father was a minister?" "No," I replied, "I did not say that, but I remarked that he looked like one, which makes it all the more curious to me that his boy should have that particular check." "On the contrary," was the laughing reply, "it is *the* reason for his having it; for if I may venture a guess, it was taken from the contribution box of his church." I laughingly admitted the possibility of such an explanation, remembering that in my personal experience I had often found many oddities in the church collection boxes, placed there by would-be jokers or possible scoffers. The Rambler looked tired; in fact I knew that he had been on the road for quite a number of days, so I was prompted to say that I supposed doing the great amount of traveling he did had made it somewhat monotonous and uninteresting. "O, I don't know," was the reply, "it is true, of course, that ow-

ing to my long experience the edges of any novelty that there may be in traveling have become well rounded. Still, there is a certain fascination in it after all. Perhaps, however," he said musingly, "'fascination' is not the proper word. No, I think 'exhilaration' would be better, although even that does not seem to define just what I have in mind. At any rate, what I mean is this: Take this train for instance. It is composed of one mail car, two baggage cars, two coaches, one dining car, four sleeping cars and this large observation car. Eleven cars in all, and a solid steel train throughout. This consist of the train, or the eleven cars, aggregate in weight 691 tons, which tonnage, not counting the additional weight of the passengers, express, baggage, and other contents, is moved along over 90 to 100 pound steel rails laid on a rock-ballasted road bed at the high speed we are now going by a Pacific type engine weighing 213 tons, thus making a train of 904 tons regardless of all other weights. Now then," he said, as he changed his listless attitude to one of alertness, "it always impresses me, as such tonnage is being continuously, speedily and smoothly rushed on and on, as the highest type of what I would call 'efficiency of action.' In a way, it always inspires me, to be moving on such a train, never mind how tired I may be, how often I may have made the same trip or how monotonous it may be from any other point of view. I am even lulled to sleep when I am in my berth by the sensation of the onward movement. The sensation of being continuously rushed onward and onward, with no responsibility on my part for the time being, seems to beget relaxation of mind as well as body, and induces sleep. Then again," he continued, relaxing somewhat from his earnestness, "just think what it all means—a train like this. Facilities for eating under the same conditions as at home as far as neatness and completeness of service is concerned, your bed when bed time comes, comfort during waking hours in the matter of seating

or lounging, and even luxury and incidental conveniences as exemplified by this observation car. And one of the wonders of it all, when you come to think of it, is that the power that moves this enormous weight at this speed is concentrated on a piston but twenty-five inches in diameter; and probably more wonderful in that respect will be the electric locomotive when it becomes of universal use."

"Of course," he resumed after having sat in apparently dreamy silence for several minutes, as if under the spell even then of the "onward" movement of the train, "one thing is pretty generally realized now-a-days. That is the rapid strides which have been made within the last fifty years in passenger traffic facilities, culminating from relative crudeness into the development of today. In which connection," he added as though a thought had struck him, "I am reminded that I made a pickup today that this talk reminds me of. I will go get it; it may be interesting," and leaving me he went into the sleeping car and brought back from his grip a small red covered book, of about ninety pages, that looked rather the worse for wear. "Incidentally," he said, as leaning over on the arm of his chair in my direction he opened the book and began hastily to run through its pages, "this reminds me of your little friend's check in that it illustrates the fact that queer things are often found in odd places. For instance, a church contribution box hardly seems the place in which to find a drink-check, neither would one expect to find a book like this that I hold in the town where I obtained it. In fact, following that train of thought, did you ever think how often you come across little things in places where you would least expect to find them? For instance, in the early days of Kansas I have heard of many a cabinet organ, and in one instance a piano, in a dugout. In a miner's cabin in the Rockies, thousands of miles away from the sea, I once saw the model of a full-rigged barque; and as to this little volume, you would not have expected to have found a second

hand book store at the station I have just come from. Had it been one of our university towns, it would not have been so surprising. But there, in a town of under a thousand inhabitants whose business caters to a farming community only, was a full fledged second hand book store, located between a boot and shoe store and a barber shop, making as brave a bid for business as though in the heart of a large city. Had it also included a department of stationery, periodicals, and books of the day, it would not have been so remarkable. But it had nothing of the kind; only musty out-and-out second hand volumes with the traditional marks as to price, on various shelves, and on tables outside of the store containing the 'take-your-choice' kind at five and ten cents each. However, the same as everything helps, most everything is easily accounted for; in this case the book shop being the excuse of an old retired antiquarian of a neighboring large city. This man, who was 'dear' in his way, in his declining years had longed for the country air and quiet. So he had migrated to the old boyhood home, and is making his little shop the excuse for something to do. In other words, he could not transplant himself wholly from habits of practically a lifetime. Hence his books and a shop is his connecting link with the past. I doubt whether he expects to sell his books or cares whether he does or not."

Settling back in a comfortable position in his chair, the Rambler refrained from further comment for quite a while, in the meantime reading his book, which he finished in a comparatively short time. During this interval I gave myself up to my thoughts and to the observation of those about me in the car. Finally, however, the Rambler, noting that I was apparently not occupied, passed the book over to me saying, "I thought I would be interested in that five cent purchase. You see, it is an English gentleman's description of a journey that he made from Calcutta to Liverpool via China, Japan and America, and that it was written thirty-eight

years ago. About then, if I have been correctly informed, was the time when gentlemen of his nationality were rather prone to visit America for the express purpose of 'writing a book,' and the hasty manner in which they not only made their tours but the conclusions that they drew as to us and our characteristics as a whole, did not generally appeal to our then sensitive natures. This gentlemen seemed, however, to have been a rare exception, evidently being broad minded, intelligently observant and predisposed to see the good side of everything. It is true he did not attempt a general dissertation on the countries through which he went. Still his naive purpose in writing the book is rather interesting from our point of view of today; for it will be remembered that at the time he wrote long journeys were considered matters of importance, as against the matter-of-course way in which we would now undertake a journey around the world. Listen to what he says as to why he wrote," and taking the volume from my hands he read as follows:

"Having recently returned to England from Calcutta, by way of China, Japan and America, it has occurred to me that particulars of the journey may be useful to some who contemplate undertaking it; for, notwithstanding the number of books descriptive of the whole or part of this route, I know by experience that it is not easy to obtain all the various details of information likely to be desired by intending travelers with respect to routes, cost of journey, conveyances, equipment, and climates to be encountered. It is my aim to supply this to the intending traveler, and not to write a descriptive account of the route."

"He certainly appears to have been a practical person," the Rambler went on, "in fact, there are passages scattered throughout here that lead me to believe that he was an army officer. But as to his being practical, in speaking of forwarding his baggage while making a side trip to the Yosemite he notes that 'No charge was made for this. Usually

two hundred and fifty pounds of luggage are allowed free on the United States railways, but my luggage, which was probably about that weight, was never once weighed or charged for while I was in America.' This idea of not being hampered with the responsibility of looking after baggage seems to have made quite an impression, for he refers to it several times in describing his journey across the American continent. For instance, here he says 'A short time before reaching ——— a baggage agent came through the cars to know if we had baggage awaiting us which required rebooking, and by his agency, without trouble to ourselves, the boxes we had sent on nearly a fortnight previously were rebooked to Chicago.' Again, we find the following: 'Before reaching Chicago a baggage agent took over our baggage receipts and arranged for the boxes to be sent to the Grand Pacific Hotel, whither we were going;' while later on he further refers to the matter by saying 'On showing our through tickets we were allowed to send such portion of our luggage as we pleased to New York direct, and there we found it awaiting our arrival.' By the use he makes of the words 'booking,' 'boxes' and 'luggage' in these passages I have just read, you would have no difficulty in determining the writer's nationality were there not other evidences to that effect," suggested the Rambler with a little smile as he turned over the pages. "That he knew how to get the most comfort out of travel, and that he was appreciative of what was found that he considered good, is evidenced by this little allusion to the sleeping car of those days," he said as he continued reading: "Our party of three had engaged four berths so as to have a spare berth at night and a spare seat in the day time in which to put our bags, etc. Nothing could be more comfortable than our car by night or by day, and everything connected with the bedding, washing arrangements, etc., was clean and well managed.' He appears to have been sufficiently impressed with our custom of through service to make

this observation on a change of cars at the Missouri River. 'From ——— to Chicago there are alternative lines of railway. At San Francisco we had selected the ——— line, and we now changed to a Pullman car of that line, with a refreshment car attached to the train, as we were not to stop for meals, and in it we had a comfortable supper. We found that we no longer had the smoothness of the ——— line, but on the contrary had a very considerable amount of jolting as we were running through ———. We had breakfast and luncheon in the refreshment car, but I much prefer the plan of getting out for refreshment, as undoubtedly the jolting of the car is inconvenient at meal times.' You will note," the Rambler chuckled, "that he was over thirty years ahead of the times in his homely but descriptive appellation of what we from the first called the 'dining car,' and you will also note that with characteristic tenacity for old customs, he much preferred the plan of getting off the train for refreshment, although he was fair enough to say that in the 'refreshment car' he had a 'comfortable supper.' His reason for mildly objecting to the car on the grounds of being jolted while eating his meals was clearly based on conditions before the present days of rock-ballasted roadbeds, 100 pound steel rails and heavy steel dining cars. If the gentleman is still living I would like to have him take that same trip again for the pleasure of knowing what he would think of the stability of the dining car as now operated. All this," concluded the Rambler as he prepared to put the book in his pocket, "is rather interesting to me from a travel point of view, although in a sense, it tells nothing new. It shows, however, in unbiased outline certain travel features of 'auld lang syne.' By the way," he added, opening the book again, "it is no more than fair to note the gentleman's impressions of our country in the seventies. So just listen to this, his valedictory, as he was about to leave our shores. 'But my time in the country had been very pleasant. The political system I believe to be bad; but I had ex-

perienced nothing but civility from all with whom I came in contact, and I found none of that offensiveness which Dickens caricatured. It is difficult to believe that the people can have changed so much since he visited America, and I am fain to think he sketched very exceptional people as representatives of the whole. It may be said that my stay was short; but, on the other hand, during seven weeks, owing to the way of life in America, I was constantly meeting people of all classes in hotels, stage-coaches, steamboats, railway cars, refreshment rooms, etc., and I was not pestered with questions as I might have anticipated, but treated with kindly consideration. I am sure that to be an Englishman gives one an immense advantage when traveling in America, provided you treat the people you are brought in contact with courteously, and I never found inconvenience from the circumstance that all of us were considered equals. The tradesman, or the conductor of a car, who shook hands with me, did not do their work the worse, and I found them almost invariably intelligent and able to give interesting information. The hack-carriage coachman of an American town can tell you what is best worth seeing, and can converse intelligently about the town, its sights and its institutions, in a way I have not seen equalled elsewhere.' A bit 'English, you know,' laughed the Rambler as he closed his book and bid me good night, "but, just the same, what we would call now-a-days 'a good sport.'"

Our run the next forenoon was of comparatively short duration before reaching our objective point, but in that time, particularly at breakfast in the dining car, I had a chance for further bits of conversation with the Rambler, among which I alluded to the recent visit to him of the Trunk Lady in regard to a refund for one of her friends. In that connection I said to him, "By the way, you told on that occasion of the railroads having at all times to call on a purchaser for an additional amount of money in case of tickets purchased being sold under tariffed fare, and also

on our making a voluntary refund where overcharges had been made. I have thought several times since of that feature and wondered how the railroads know who purchased the tickets, as without that information they would be clearly at sea in the matter of collecting or refunding." "Well," was the somewhat serious reply, "that oftentimes is quite a problem, but you would be surprised to learn what a large percentage of people thus interested we get without trouble. For one thing, it is almost invariably the fact that in the case of tickets purchased at stations on our own line the agent knows the purchaser. Still there is a large number not easily located, as you can readily imagine, especially when tickets are purchased in the larger cities. That, however, is rather a deep matter to go into, and the present is not a propitious time. That reminds me, however, that I put into my pocket before leaving home the Monthly Bulletin, for April, of the Northwestern, in which I noted a little item practically bearing on this same subject, and which I thought good enough to think over. It reads as follows," he continued, taking the publication mentioned from his inside pocket and turning to the item, which he had marked, and which read in part as follows:

"When tariffs require signature of purchaser on tickets, as on round-trip tourist tickets and on one-way tickets, . . . , signature of purchaser should not only be secured on contract with office pen and ink, in accordance with instructions, but name and address of purchaser should be secured or written by ticket seller on stub for record and reference in case the information should be required later, as frequently occurs. This record should be made on stub, even when ticket is issued to other than the purchaser for delivery to and signature by purchaser. . . ."

"The new feature of this," he remarked as he placed the pamphlet back in his pocket, "is that agents place the name and address of purchaser on their stub at the time ticket is originally pur-

chased and signed. Undoubtedly some of our progressive agents have been doing this of their own initiative as a matter of future protection, but as everything helps, it certainly is an excellent practice for all of them to follow, as obviously it may oftentimes prove of inestimable value or convenience to have that information in such available and unquestionable form."

Arriving at our destination, the Rambler went his way and I mine, for

they were not in the same direction; he going at once to one of our offices while I took the transfer for a hotel. As we parted, however, he dryly remarked, "Be sure and not work too hard."

About my little comrade, the boy? O, yes, his friend met him as he smilingly alighted from the train looking as fresh and rosy as if he had slept in his own bed at home that night. I watched him as he walked up the platform until he and his escort became lost in the crowd.

Service Notes of Interest

Effective Sunday, May 28th, changes in schedules will be made, the general features of which are as follows:

The Seminole Limited: Train No. 9, will arrive at Birmingham at 5:25 P. M. instead of 5:30 P. M. Arrive Albany 2:10 A. M. and Jacksonville at 7:40 A. M. Train No. 10 will leave Jacksonville at 8:50 P. M. instead of 9:00 P. M., Albany 2:15 A. M. instead of 2:40 A. M., Columbus 6:10 A. M. instead of 6:40 A. M., Birmingham at 12:15 P. M. instead of 12:45 P. M. and arrive Chicago at 7:45 A. M. Train No. 208 will leave Carbondale about 4:10 A. M. instead of 5:05 A. M. and arrive St. Louis at 7:20 A. M. The Jacksonville-St. Louis sleeping car will be carried on train No. 10 to Carbondale and thence No. 208 to St. Louis instead of on train No. 204 Fulton to St. Louis as at present.

Train No. 204 will leave Memphis at 9:45 P. M. instead of 10:00 P. M. and arrive St. Louis at 7:44 A. M. Train No. 110 will leave Memphis at 4:40 P. M. instead of 4:50 P. M. and arrive Fulton at 8:55 P. M.

Effective from St. Louis except Sunday, June 1st to 24th, inclusive, and from Petoskey, Mich., except Saturday, June 2nd to 25th, inclusive, a steel twelve-section drawing room sleeping car will be placed in service for the 1916 Michigan resort season in connection with the Michigan Central Railroad and the Grand Rapids & Indiana Railway. This car will be run daily between St. Louis and Harbor Springs, June 25th to September 22nd, inclusive, last car to leave the latter point September 23rd. The car will be operated on Illinois Central daylight special trains No. 20 northbound and No. 19 southbound. In addition, to accommodate the heavy travel during the beginning of the season, a ten-section two compartment one-drawing room sleeping car will be operated northbound only, leaving St. Louis June 6th, 9th, 13th, 16th, 20th, 23rd, 27th, 30th, and July 4th.

The Michigan Central announces schedule changes of the G. R. & I. among which the following are of special interest to Illinois Central agents at this time:

Train No. 1 will be established in connection with "The Wolverine" leaving Kalamazoo, (Mich.) Central Station, 12:40 p. m. daily, arriving Grand Rapids 2:00 p. m. with through coach from Chicago to Grand Rapids, connecting at Grand Rapids with G. R. & I. No. 11, leaving 2:10 p. m., except Sunday for points north.

Train No. 3, the Chicago-Grand Rapids equipment from Michigan Central No. 44 will be transferred to G. R. & I. No. 17 (re-established), Kalamazoo to Grand Rapids; service will be re-established north of Grand Rapids, Train No. 3 leaving Grand Rapids 10:45 p. m. daily, except Sunday, arriving Mackinaw City 7:15 a. m., except Monday.

Train No. 9 will leave Grand Rapids at 6:00 p. m. daily, except Sunday, running to Cadillac only, arriving at 9:45 p. m.

Train No. 17 will be re-established, leaving Kalamazoo (Mich.) Central Station, 8:35 p. m. daily, arriving Grand Rapids 10:10 p. m. This train will carry the Chicago-Grand Rapids equipment from Michigan Central No. 44.

The Southern Pacific Lines is now running on their Sunset Limited trains Nos. 101 and 102, local standard electric lighted, all-steel sleeping cars between New Orleans and San Antonio and between San Antonio and Los Angeles, Cal. With the recent inauguration of the above service the following explanatory announcement was made:

"These local sleepers will be placed at a convenient location at the Southern Pacific Lines' passenger station at San Antonio, and will be open for occupancy at 9:30 p. m. daily, and picked up by the Sunset Limited early the following morning.

"When Train No. 101 arrives at San

Antonio at 4:40 a. m. the New Orleans-San Antonio sleeper will be cut out of this train and placed at a convenient point at passenger station and passengers will be permitted to occupy same until 7:30 a. m. The same arrangement will be placed into effect as to Los Angeles-San Antonio car on No. 102, arriving at San Antonio at 4:00 a. m.

While we have been enjoying a nice travel on the Sunset Limited between New Orleans and California we believe that with the establishment of the above service the travel should be materially increased, as it will permit passengers to use the Sunset Limited to and from San Antonio, and tourists to stop off at that point and visit the numerous points of interest, avoiding the necessity of leaving and boarding train at such an early hour."

The Estes Park and Rocky Mountain National Park season extends from May 15th to October 31st, for it is during these months that the parks are at their best.

"It is well for travelers to bear in mind when planning their trip to these parks," says the Union Pacific Bulletin, "that the temperature of this section of the Rocky Mountains is about the same as that of the month of May further East and clothing should be provided accordingly. Not a foot of Rocky Mountain National Park is less than 8,000 feet above sea level which accounts for the difference in temperatures.

"While many of the mountain peaks in the park may be ascended at the beginning of the season the earliest date that Long's Peak (14,255) feet may safely be climbed is July 4th.

"Riding habits may be rented at Estes Park village and the tourist may also purchase there every sort of supplies, including camera films, fishing tackle, fishing license, etc. Non-residents fishing license fee is \$2.

"Tents and camping sites may be rented for any period of time, from one week to an entire season. Furnished cottages may also be rented, but this is not recommended for any excepting those staying for an extended period as they are almost invariably rented by the season only.

"Estes Park is only one travel day distant from Chicago during the summer season. This includes forty mile automobile trip from Fort Collins, twenty-five miles of which lies through the famous Big Thompson Canyon."

The C. & N. W. makes a preliminary announcement in regard to their North Woods service for the season of 1916 in which is the following: "In addition to their existing service for the accommodation of tourists and fishermen, train No. 111, leaving Chicago 6:00 p. m., will on Friday, May 26th, June 2nd and 9th, carry through Pullman sleeping cars from Chicago to

Marenisco (via Monico, Watersmeet and Cisco Lake). Returning on Tuesday evening, May 30th, and Sunday evening, June 4th and 11th, an extra train will leave Marenisco with through Pullman sleeping cars for Chicago, operating via Cisco Lake and Watersmeet and connecting at Monico with train No. 112, arriving at Chicago 9:00 a. m. the following morning. Coach accommodations will also be provided on these trains.

"An entire new train—'The Northern Lakes Special'—will be operated daily between Chicago and Cisco Lake, via Monico and Watersmeet, northbound, effective June 16th to September 3rd, inclusive, and leaving Chicago at 7:00 p. m. It will carry sleeping cars and coaches.

"Effective, northbound, June 16th to September 3rd, inclusive, daily Pullman sleeping car service will be established between Chicago and Marenisco on trains Nos. 111-44, via Ironwood, leaving Chicago at 6:00 p. m., arriving Marenisco 7:50 a. m.

The Monthly Bulletin of the C. M. & St. P. announces its proposed summer service to northern Wisconsin as follows: "The Fishermen's Special," a new Friday only train (No. 41) from Chicago, will be placed in service about June 9th, leaving Chicago 6:10 p. m., arriving Star Lake at 7:45 a. m. Returning, a new Sunday only train, No. 42, will leave Star Lake at 6:30 p. m., arriving at Chicago 8:30 a. m. This train will carry sleeping cars, dining car and coaches between Chicago and Star Lake. Trains Nos. 1 and 2 will be extended to run to and from Star Lake instead of Minocqua commencing about June 10th, and the standard sleeping car being run on these trains between Chicago and Minocqua will be extended to run between Chicago and Star Lake.

Elkhart Lake service: Through coach service will be established on trains Nos. 21 and 24 between Chicago and Elkhart Lake about June 10th.

Delavan Week-End service: Saturday only train No. 49 will be placed in service about June 10th, to leave Chicago at 2:00 p. m. Returning, Sunday only, train No. 50, to be placed in service about June 11th, will leave Delavan about 6:45 p. m., arriving Chicago about 9:30 p. m.

An exchange has the following to say: "So completely have the Hawaiian Islands evolved from the old Hawaiian life that steps are now being taken to preserve a few grass houses, such as were used in ancient times by the Hawaiian race, and these will be grouped to form a 'Hawaiian Village' in Kapiolani Park, one of the show places of Honolulu, the capital city of the Territory of Hawaii. Original grass houses are rare and have been preserved in but few parts of the Islands. Those for Kapi-

olani Park will be of modern make. The grass house has reached the relic stage, along with the ancient tapas, or cloth made from wood and vegetable fiber. Even Hawaiian outrigger canoes are becoming more rare each year. The few new ones launched do not conform to the old methods of hewing from a single log. Aside from a few outrigger canoes used by Hawaiian fishermen, the others are used only at the famous Waikiki Beach, every day in the year, to give tourists a thrilling ride on the big billows. Tours to Hawaii are becoming more popular each season."

The conductor of a passenger train on one of New York's numerous railroads, received a memento a few days ago of the days when a great many of the conveniences of travel of the present were yet undreamed of.

It is related that a man, gray bearded and face furrowed with the accumulation of years, boarded the train at a small station, and, when asked for his ticket, presented it to the conductor. It was discolored and frayed at the edges, larger than the single trip tickets now in use, and of different shape. The conductor was about to return it to the old gentleman thinking he had handed him the wrong ticket when he happened to notice that the starting point and destination were stations on his line and, upon closer examination, he also noted that the stamp date, still legible, was March 13, 1852, and as there was no time limit clause on the ticket, he accepted it—and the old gentleman, unaware of the near brain-storm to the conductor, calmly gazed through the window at the passing landscape as the train swiftly sped on its way.—Service News of the Nickel Plate Road.

Hotel and transportation service in the Yosemite National Park, Calif., is now operated by the Desmond Service Co., under which able direction the wonders of Yosemite may be seen with a convenience and comfort not attainable before.

Pending the completion of new buildings now being constructed, Sentinel Hotel and Glacier Point Hotel have been completely refurbished. New features of interest to tourist this year is the inauguration of mountain inns and canvas bungalow camps. Automobiles driven by competent chauffeurs will be operated to Mariposa Grove of Big Trees, and through Yosemite Valley to all centers of attraction. Saddle horses, especially suited to mountain travel, may also be obtained at nominal rates. Automobile stages make it possible to visit quickly and conveniently places in or near the park which have heretofore been difficult to reach. Ticket agents desiring complete information as to rates, etc., may address the Desmond Park Service Co., Underwood Building, San Francisco.

In "Service Notes of Interest" for April, mention was made of the attitude of the Canadian Government in regard to tourists in that country. Since the publication of that announcement we are in receipt of a letter from Mr. W. W. Scott, Superintendent of Immigration for the Canadian Government, in which he says:

"At the beginning of another season I am again taking the opportunity of writing you to say that the Canadian Government still welcomes tourist traffic as in previous years. Out of the thousands who visited this country last year, I think few if any had reason to complain of their reception or treatment. All bona fide tourists being citizens of the United States or subjects of allied or neutral countries are welcome to visit Canada. Passports are unnecessary and conscription does not exist. Persons naturalized in the United States should carry their naturalization papers as a means of identification.

A railroad sells transportation, but it sells something else along with it. It sells "service." The price of a railroad ticket covers both. Transportation means the same thing on all railroads. Service may mean a very different thing on one railroad from what it does on another. * * *

Railroad service begins at the ticket office when the railroad patron buys his ticket. It ends at the station where he alights. Between these two points should stretch the railroad smile. It helps business. * * *

Good service depends not only upon what you do, but upon the way you do it. That is true whether you be a clerk in a drug store or a brakeman on a railroad.—Extracts from editorial in Rio Grande Service Gazette.

What time can I get a train for.....? How many times have you been asked that question? How many times have you been able to answer satisfactorily, or how many times have you had to confess: "I don't know?" Did you not feel that your questioner looked upon you as lacking interest in your business? Information regarding the time of trains; their destination, equipment, etc., should not be restricted to a few, but all should be interested enough to study the time table folder—learn the names of the splendid through trains—see what a large part of this wonderful country they reach—trace the routes over which they run—ascertain what equipment is carried and display a knowledge that will not only fully satisfy the inquirer, but also give you a feeling of pride.—Exchange.

The management of one of the leading hotels of Denver announces that, based on experience of the past, it has decided to enlarge their equipment, during the approaching summer tourist season, along the

line of a special chicken dinner on the top of Lookout Mountain for parties of from ten to two hundred. It says of the feature: "Cooking and serving a chicken dinner some nine thousand feet above sea level, overlooking the plains stretching far out into Kansas and Nebraska on one side and viewing the snow-capped mountain range on the other, is a treat so rare that no one should overlook it." This may be of interest to patrons of the Illinois Central about to make a summer trip to Colorado.

Perhaps the most unique train of the present war is what is known as the "bath train" of the Russian army—a sort of combination bath and sterilizing section with a special department for destroying parasites. The trains, of which there are three, each capable of giving 3000 soldiers a bath, are lighted by electricity and heated by steam. The bath rooms are provided with hot water from the locomotive boiler, two extra tanks being carried, also an electric pump by means of which water can be drawn into the tanks from nearby streams. The baths are of the steam and shower variety. While the soldier is enjoying his bath his clothes are being sterilized and mended.—Union Pacific Bulletin.

The Colorado Springs Chamber of Commerce announce the following item that will probably be of interest to prospective tourists:

"There was transported from the Yellowstone Park Country to the Pikes Peak Region last winter a herd of fifty elk. This herd has been kept during the winter in a corral on the northern slopes of Pikes Peak, but early in the spring the animals will be released. It is expected that their presence in this locality will be an added feature of interest to the tourist."

The L. & N. announces a new over night sleeping car service between Birmingham and Pensacola, Mobile and New Orleans in connection with a new train in each direction between Birmingham and Montgomery. The steel sleeping car service is between Birmingham and New Orleans and Pensacola and Birmingham and Mobile. The new train will leave Birmingham at 7:40 p. m., corresponding train northbound arriving at 9:20 a. m., from which it will be noticed that this new train and new service connects with our Seminole Limited in both directions at Birmingham.

Portland, Ore., celebrates its tenth annual Rose Festival, June 7-9, 1916. Three days will be given over to merrymaking, parades, band concerts and flower fetes. The festival center, a great bed of bloom,

will cover four city blocks. The growers of Portland estimate more than 20,000,000 roses are produced in that city each year. There is one city park where 1,000,000 roses are in bloom at one time and in which vast gardens are more than 700 varieties of that flower.

The Michigan Central announces that the "Michigan Central Limited," train No. 18, operating between Chicago and New York and leaving Chicago, from Central Station at 5:40 p. m., arriving Niagara Falls 6:10 a. m., Buffalo 7:00 a. m., Grand Central Terminal, New York, 5:30 p. m. and Boston 8:35 p. m., is now a solid Pullman all-steel train consisting of club car, standard sleeping cars, observation car and barber and maid service. Through sleeping cars are also operated Chicago to Boston, Buffalo, Niagara Falls and Hoboken.

The Denver & Rio Grande calls attention to the wonderful scenic and historic attractions of the Mesa Verde National Park portion of the Rocky Mountain region traversed by its line, and announces the bringing of the peaks within easy reach by a new automobile highway built by the government from Mancos, Colo., on the Rio Grande Southern, direct to the famous ruins of that region.

St. Louis will celebrate the 300th anniversary of the death of William Shakespeare by producing in the open air, June 5 to 11, 1916 under the direction of the Pageant Drama Association, with a cast of 1,000 persons, headed by Margaret Anglin, Shakespeare's great outdoor comedy "As You Like It," and a 30-minute prologue showing May-Day revels of Shakespeare's time.

We are advised by Mr. C. E. Stone, Passenger Traffic Manager of the Great Northern Ry., that while the regular summer Glacier Park season will not open until June 1st, their small chalet at Glacier Park Station is now open for visitors. It is operated on the American plan at a rate of \$3.00 per day. There is fishing in the vicinity.

It may be of interest for Illinois Central agents to be advised thus early that it is the present intention to hold a fall race meet, to run about 25 days, at Hot Springs, Ark., commencing Thanksgiving Day, November 30, 1916.

The annual original "Frontier Days" celebration will be held in Cheyenne, Wyo., July 26th to 29th this year; its participants being real cowboys, cowgirls and Indians.

From the
Law Department

Biographical Sketch No. 22



EDMUND F. TRABUE.

MR. EDMUND F. TRABUE, senior member of the firm of Messrs. Trabue, Doolan & Cox, our

District Attorneys for Kentucky, was born and has always resided in that state. Mr. Trabue received the degree

of Bachelor of Arts from the Kentucky Eclectic Institute and the degree of Bachelor of Law from the University of Louisville, also taking the Summer Law Course at the University of Virginia. His father was S. F. J. Trabue, a lawyer, and his mother was Alice Elizabeth Berry, a daughter of Edward Taylor Berry, of the same profession.

Mr. Trabue, as junior member of the firm of Messrs. Pirtle & Trabue, was appointed District Attorney by James Fentress, former General Solicitor, on August 1, 1896, at which time the Illinois Central Railroad Company was operating the lines of railroad formerly owned by the Chesapeake, Ohio & Southwestern Railroad Company, and now known as the Kentucky Division. The firm of Messrs. Pirtle & Trabue represented the Illinois Central Railroad Company in the foreclosure proceedings involving the various railroad companies whose lines of railroad are now a part of the Kentucky Division.

While the firm of which Mr. Trabue is a member is engaged in the general practice of law, Mr. Trabue has always given a large portion of his time to corporation practice and has for many years represented railroads and express, as well as telephone, insurance and banking companies. Mr. Trabue has represented the Illinois Central

Railroad Company and its affiliated companies in Kentucky in extremely important litigation during the years of his connection with the company. Among the cases in the Supreme Court of the United States to which the Illinois Central Railroad Company was a party and which were in Mr. Trabue's charge may be mentioned the following:

Siler v. I. C. R. R. Co., 213 U. S. 199.

I. C. R. R. Co. v. Shegog, 215 U. S. 308; 217 U. S. 599.

I. C. R. R. Co. v. Kentucky, 218 U. S. 551.

I. C. R. R. Co. v. Henderson Elevator Co., 226 U. S. 441.

As District Attorney for Kentucky, Mr. Trabue and the members of his firm have charge of all litigation in that state in which the Illinois Central Railroad Company has any interest, and Mr. Trabue has successfully briefed and argued many cases on behalf of the Illinois Central Railroad Company in the Court of Appeals of Kentucky. He is a lawyer of great ability and profound learning and is recognized as one of the leaders of the bar in the South.

Mr. Trabue married Miss Caroline Cochran, daughter of Gavin Hamilton Cochran, Esq., of Louisville, and they have one daughter, Lucinda Trabue Morrison, wife of Dr. John Rowan Morrison.

Commerce Notes

False billing.—The Supreme Court of the United States on April 3, 1916, in *United States vs. Union Mfg. Co.* and *J. T. Prince*, HELD, That the provisions of the Interstate Commerce Act against false billing applies to consignees as well as to consignors; that it is but one of many provisions enacted by Congress with the object of preventing discriminations and favoritism as between shippers by requiring the publication of tariffs and prohibiting any departure from them; that in

denouncing as criminal "false billing, false classification, false weighing, false representation of the contents of the package or the substance of the property, false report of weight, false statement, or other device or means" employed in order to "obtain or attempt to obtain transportation for such property at less than the regular rates then established," the lawmaker regarded not merely the physical transportation of the property, but the entire transaction through which consignor or con-

U. S. Post Office



Public Schools
Mayfield Ky.



signee might seek to evade the policy of the act to subject all interstate shipments to uniform rates of charge prescribed in published tariffs. In a case where for any reason the payment of the freight is not made prior to the delivery of the goods to the consignee but remains to be afterward adjusted, the effort to maintain an advantage not permitted by the schedule may still be exerted through fraudulent representation influencing the adjustment of the freight, with precisely the same effect as if the representations had preceded delivery of the goods. When this is accomplished, there is a fraudulent obtaining of transportation at less than the established rate, within the meaning of the prohibition.

Discrimination applies to compulsory and voluntary services. When brokers are patrons.—In *Emery vs. B. & M. R. Co.*, 38 ICC 636, it was held (a) that the Interstate Commerce Commission has jurisdiction over the domestic movement of traffic originating in Canada; (b) that the duty of carriers not to discriminate between persons is owed only to patrons of their transportation service, but customs brokers who act as consignees at ports of entry, and who forward the shipments consigned to them for entry to the ultimate consignees, are patrons of the transportation service afforded by the carriers employed; and (c) that the duty of carriers not to discriminate between shippers obtains for voluntary as well as for compulsory services.

Fourth Section Departures Between Points on Ohio and Mississippi Rivers.—In 38 ICC Rep. 411, the Commission said on April 8, 1915, opinion 3,492: The class and commodity rates of carriers operating both north and south of the Ohio River in the territory lying between St. Louis, Mo., and East St.

Louis, Ill., on the one hand and Ohio River points on the other, and between the various Ohio River points themselves, are in many instances in contravention of the long and short haul rule of the Fourth Section of the Act; these carriers ask to be allowed to continue these rates between the river points, which are lower than rates at intermediate points. Upon the facts disclosed by the record; HELD, (a) that water competition justifies departures from the long and short haul rule of the Fourth Section in rates between points on the Ohio and Mississippi Rivers, and relief should be granted to the extent prescribed in the report; (b) that authority to continue to charge class and commodity rates between the same points via Chicago and Chicago Junction lower than rates contemporaneously applicable on like traffic to intermediate points is denied; and that (c) authority to continue class and commodity rates between the same points via the route of the L. & N. R. R. through Guthrie lower than rates contemporaneously applicable on like traffic to intermediate points is denied.

Passenger Fares.—The rule of the A. T. & S. F. R. Co. under which tickets for transportation on the "California Limited" train from Chicago, Ill., to Albuquerque, N. Mex. were not honored and the assessment of charges for transportation on this train from Chicago to Albuquerque on the basis of the fare from Chicago to Williams, Ariz., the first point west of Albuquerque to which tickets were honored on this train, was not found to have been unjustly discriminatory. *Johnson vs. A. T. & S. F. R. Co.*, 38 ICC, 294.)

Condensed Milk.—Fifth class rate, per Official Classification, minimum carload weight 36,000 pounds, was prescribed in *Hires Condensed Milk Co. vs. P. R. Co.*, 38 ICC, 441.



The Fable of Congress, the Legislature and Their Railroad

By Blewett Lee

CONGRESS and his Son, the Legislature, were driving their Railroad to the fair at Wall Street to sell him. They had not gone far when they met a troop of farmers returning from the town, talking and laughing.

"Look there!" cried one of them. "Did you ever see such fools, to be trudging along on foot, when they might be riding? Why that Railroad could be made to carry anybody for two cents per mile." Congress, when he heard this, bade his Son, the Legislature, to get on the Railroad, and walked merrily along by his side. Soon they came to a group of old men, talking gravely.

"There" said one of them; "that proves what I was saying. What respect is shown to old age in these days? Do you see that idle young rogue riding, while his Father has to walk? Get down, you scapegrace, and let the old man get on. Can't you see that the Railroad is engaged in interstate commerce?"

Upon this, the Legislature got down from the Railroad and Congress took his place. Nevertheless, the Legislature liked to ride on the Railroad so much that he couldn't stay off very long, and soon took his place behind the old man's back. They had not gone far when they overtook a young son of Congress, called the Interstate Commerce Commission, and with him was a company of women and children.

"Why, you lazy fellows!" cried several tongues at once. "How can you ride upon that Railroad, when that poor little lad there can hardly keep pace by the side of you?"

So, good natured Congress took his son, the Interstate Commerce Commission also up behind him. They had

now almost reached the town, when they met a husky young fellow, called the State Railroad Commission. He did not wait for an invitation, but climbed right up behind without more ado.

"Pray, honest friend," said a townsman, "is that Railroad your own?"

"Yes," said Congress, "it is true that other people paid for it, but I feel just the same as if I owned it."

"I should not have thought so," said the townsman, by the way you load it. Why, the four of you are better able to carry the poor thing than it is to carry you, and none of the others can ride without your permission."

"Anything to please the people," said Congress. "We can but try."

So Congress, the Legislature, the Interstate Commerce Commission and the State Railroad Commission got down from the Railroad; then they tied its legs together and all four, taking a stout pole, tried to carry it on their shoulders over a bridge called Net Earnings that led to Wall Street.

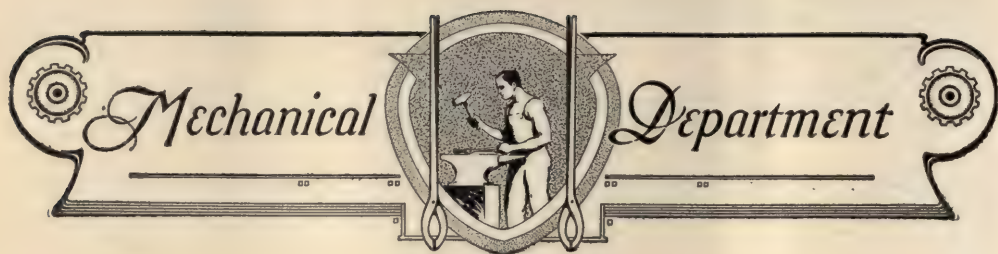
This was so odd a sight that crowds of people ran out to see it and to laugh at it. The Railroad, not liking to be tied, kicked the cords away, and tumbled off the pole and was drowned in Insolvency. At this, Congress and the Legislature, and the Interstate Commerce Commission and the State Railroad Commission hung down their heads and made their way home again, having learned that by trying to please everybody, they had pleased nobody, and had lost the Railroad in the bargain.

Moral: Let only one ride.—*Railway Age-Gazette*.



Churches, Mayfield, Ky.





Transformers

By J. H. Wickman

THE question is often asked by the non-technical man and others, "What is a transformer and what are its uses?" To this we may reply, the transformer is a piece of electrical apparatus that is designed to take alternating current from the supply mains or feeders, as they come from the power house, at a certain voltage and frequency and deliver current to the receiving circuit at a different voltage but at the same frequency. To put this in other words the supply circuit from the power house usually carries a voltage of 2,200 volts and above, while the voltage used for lighting purposes usually is either 110 volts or 220 volts, therefore the transformer steps this higher voltage down to a value that is adaptable and safe for using for lighting purposes and not dangerous for handling.

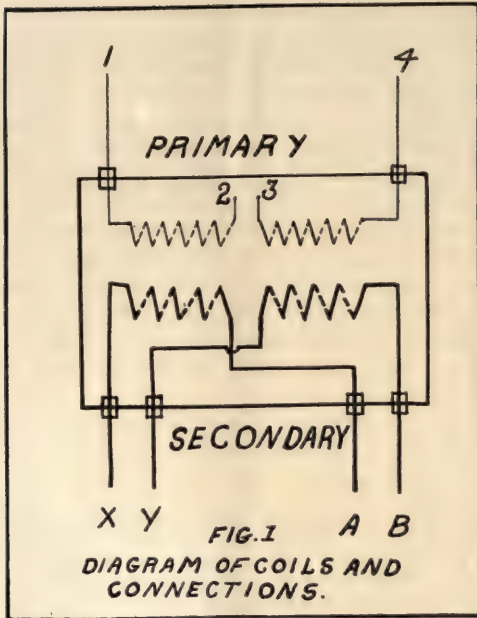
There is but one condition that must be precisely met in the design of a transformer and that is the ratio of the primary to the secondary turns which must be equal to the ratio of the prescribed primary and secondary voltages, all other points of design are but a matter of choice which are determined by experience of the designer, however, he should strive for

- 1—Good insulation,
- 2—Good regulation,
- 3—High efficiency,
- 4—Small open-circuit current,
- 5—Small rise in temperature,
- 6—Low first costs,
- 7—High safety factor.

Some of these conditions are opposed to others, as, for example, high efficiency and low first costs.

The transformer is made of essentially of three materials, namely: copper, steel and insulation. The copper is in wire form, wound on the core which is composed of laminated iron or steel. Designers of transformers are using Silicon steel to build up the core because of its non-aging properties. After the winding is done the assembled coils and cores are placed and fastened in an iron case. The coils of most transformers are form wound and are so placed that they surround the iron core. The core or iron part of the transformer is made up by pressing sheet iron hydraulically or by air pressure, so that when pressed it resembles a solid mass. The idea of using sheet iron instead of one solid mass is that each sheet can be slightly coated with some kind of an insulating compound which tends to separate the sheets and breaks the circuits of eddy currents which are always present with all inductive apparatus. Different manufacturers assemble the coils and cores in various ways, some have the secondary coil next to the core, some have the primary coils next to the core while others mix the two by placing different layers of each next to the core.

All transformers have two windings that are called the primary and secondary and each winding is usually made up of two coils which allows the same transformer to be operated on



different voltages, thus by referring to the diagram of the coils as shown in Fig. 1, the primary part of it may represent the coils composed of many turn of small wire. As an example each one may be thought of as a 1,100-volt coil, so if a transformer of this nature was to operate on 1,100 volts on the supply of primary side the ends of each coil, or 1 and 3 would be connected to one line and 2 and 4 would be connected to the opposite line or supply, or if this same transformer was to operate on 2,200 volts the two coils would be connected together at 2 and 3, and 1 and 4 would be connected across the supply.

Fig. 1

The secondary part of the transformer is wound with proportionally heavier wire because it carries more current than the primary side and there would also be a great many less turns in each coil, thus if there were 1,100 turns in each primary coil and the ratio of the transformer was 10 to 1 the secondary coils would have but 110 turns. The secondary part of it could also be connected for 110 or 220 volts, by connecting X and Y to one line and A and

B to the opposite would give 110 volts, while if Y and A were united there would be difference of 220 volts between X and B.

There are three different types of transformers each deriving its name from the method by which it is cooled, namely, oil cooled, air cooled and water cooled.

Oil Cooled—After the coils and core are placed within the case it is filled nearly to the top with transil oil which carries the heat generated by the coils to the case from which it is dissipated into the air. The coils are therefore kept at a safe operating temperature, providing the transformer is not overloaded. Nearly all electrical apparatus is rated by the temperature rise above the atmospheric temperatures, transformers being limited to about 95 degrees centigrade which is higher than is allowed with machinery which has motion.

Air Cooled—The laminations of an air cooled transformer are separated by fillers, placed between them to allow a circulation of cool air to pass through which collects the heat and is forced to some outside duct, thereby cooling the transformer. The air is supplied from a fan which receives its air supply from an out-of-door source. The air is forced into the transformer from the bottom side through and around the core and coils hence out through the damper at the top. The air pressure used for cooling purposes varies from 1 to 4 ounces per square inch. The motors that are used for running the blower set, are as a rule, connected to the secondary side of the transformer to be cooled and are self-starting. In this way the blower set is never in operation only when the transformers are being used and are never forgotten when needed. The capacity of the blower set is but a small percent of the capacity of the transformer or transformers to be cooled often not amounting to more than 1 or 2 per cent.

Water Cooled—This type of transformer resembles the oil-cooled trans-

former in as much as it is filled with oil besides having water coils placed within the case, these water coils dissipating the heat from the oil which becomes heated from the coils carrying the current. This type of transformer can be operated at a greater overload indefinitely than either of the other types by passing more water through the cooling coils.

A special grade of oil known as transil oil is used in transformers because of its insulating properties and that it will not absorb but little moisture from the air even if directly exposed; however if moisture should get into it and reduce its value as an insulation it can be removed by a filter process. To those not familiar with this oil a word of precaution is worth while, it is of no value as a lubricant; however, it has been the writer's experience to find it being used by those not familiar with it at different times.

A word farther may be said relative to the several points heretofore mentioned as to what constitutes a good transformer. Good insulation means that each turn of wire should be insulated from all others, each layer of wire should be insulated from all the other

layers, and that each coil should be insulated from all other coils and that the entire windings should be well insulated from the core and case.

Good regulation of a transformer may be defined as the per cent rise in secondary voltage when the full rated load is thrown off, all other conditions remaining the same, that is there may be a raise of 4 per cent or 5 per cent of voltage with and without full load on the secondary side; this may be regulated by the size of copper used in designing the coils, on the secondary side.

High efficiency may be taken as the ratio of watts input to watts output.

Small open-circuit current means the energy required to magnetize and demagnetize the iron core due to reversals of current. This is a very important factor and all purchasers should keep this one point in mind as this last is constant and continues every hour the transformer is in use.

Small rise in temperature at full load output is controlled by the size of copper used in the coils while the high safety factor is controlled by good insulation.

Failure of Carriers to Observe Strictly Their Published Tariffs

"A certain railroad company was indicted for failing strictly to observe the plain requirements of the demurrage tariffs. The carrier first demurred to the indictment, but without success. It then went to trial, and after all of the facts were laid before the jury a verdict of guilty was returned and a fine of \$24,000 was imposed.

"Another railroad was indicted for failure to collect demurrage from a coal company on coal held in barges operated by the railroad in New York Harbor in accordance with its pub-

lished demurrage tariffs. This case is still pending.

"A third railroad has been indicted for failure to collect demurrage upon a large amount of coal shipped over its line. The carrier has a demurrage tariff providing that demurrage shall accrue for the detention of cars. The practice has been, however, to hold cars out about 8 miles from destination, awaiting orders from the consignee. No demurrage has been charged on such detention, although notices of arrival are sent to the consignee and the

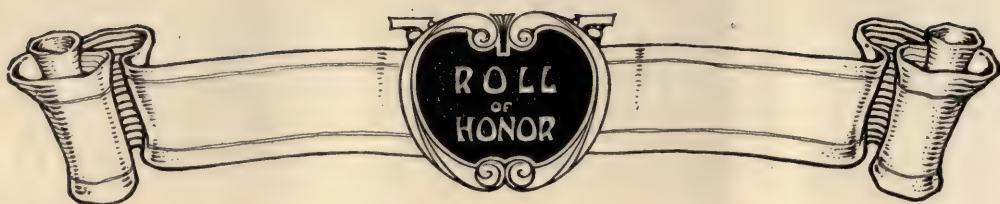
cars are at the consignee's disposal as soon as they reach outlying yard. Two indictments of 51 counts each were returned against the carrier on the theory that the above acts constituted a willful failure to observe its demurrage tariff, if that tariff was applicable at outlying yard, or else a device for granting concessions, if the cars were held to evade application of the demurrage tariff. It is of interest to note that since these indictments were returned, the Supreme Court, in the

Berwind-White Coal Mining Co. v. Chicago & Erie R. R. Co., 235 U. S. 371, has declared that as a matter of law shipments detained before reaching destination may be held subject to the demurrage tariffs applicable at the point of destination."

Chicago, Ill., January 31, 1916.

In view of the above we should be zealous at all times in our efforts to assess and collect all demurrage charges accruing under our published tariffs.





| Name | Occupation | Where Employed | Service | Date of Retirement |
|------------------|-----------------|----------------|---------|--------------------|
| Joe Strolin | Machinist | Water Valley | 38 yrs. | Apr. 30, 1916 |
| Oscar E. Adams | Engineman | Fort Dodge | 36 yrs. | May 31, 1916 |
| Christ Rupp | Laborer | Kankakee | 22 yrs. | Nov. 30, 1915 |
| Daniel Flynn | Foreman | Chicago | 12 yrs. | Dec. 31, 1915 |
| Isaac R. Sweets | Engineman | E. St. Louis | 30 yrs. | Jan. 31, 1916 |
| J. C. Stewart | Section Foreman | Velma | 25 yrs. | Apr. 30, 1916 |
| James T. Winters | Section Foreman | Palestine | 34 yrs. | May 31, 1915 |

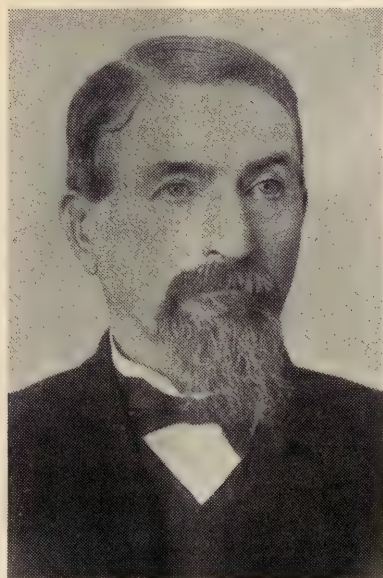


FREDERICK SCHLINKERT

MR. FREDERICK SCHLINKERT, for forty-five years an employe of the Illinois Central Railroad, died April 8, 1916, after an illness of about three months. For thirty-five years of his employment Mr. Schlinkert was Supervisor of Scales, his jurisdiction including both the Illinois Central and The Yazoo & Mississippi Valley Railroads.

He was born in Dinslaken, Germany, November 4, 1850, and served his apprenticeship in a machine shop in his native town, later he was appointed Assistant City Sealer in Dinsburg. When twenty years of age he came to the United States and located at Centralia, Ill.

He was a competent and loyal employe, and his death is greatly regretted by many friends.



EDWARD DONOGHUE

MR. EDWARD DONOGHUE was born in Ireland, County Wicklow, Aug. 15, 1829. He came to the United States in 1846 and was employed on a farm until 1851, when he entered construction work on the C. & A. Railroad, going from there to the same class of work on the Illinois Central at Cairo, after which he returned to farm work near Springfield. He re-entered the service of the Illinois Central in 1876, in charge of extra gang

to 1880. Supervisor at Centralia 1887, Supervisor Trains and Track to 1890 on Ratoul District, changing it from a narrow to standard gauge. Roadmaster Springfield Division one year, Roadmaster Chicago Division, Centralia, two years then returning to Ratoul as Supervisor of Trains and Track; retired on pension in 1901, and died Feb. 14, 1916.

Mr. Donoghue was highly esteemed by all those who knew him best.



LOSS & DAMAGE BUREAU



THE handling and reporting of astray, damaged, refused and unclaimed freight is one that needs the most careful attention of every agent, and those in daily contact with the movement of all freight.

Before the adoption of our present over report and astray waybill, it was necessary for agents to issue an over report on all shipments at his station without revenue waybill, in addition to which freight without such revenue waybill, when traveling, had to move on a free astray waybill. With the adoption of the combination over report and free astray waybill, the purpose of each of the old reports was retained, but a great deal of work eliminated through its use. It is this reference, however, to the same purpose that we wish to emphasize, and with which in mind, proper issuance of the present report will be readily suggested to those who are required to render these reports. For instance, under the old system astray shipments were waybilled to their marked destination on the regular form, but "ASTRAY" shown in the freight charges column. Upon receipt of this shipment at destination, if revenue billing was not at

hand, thereby causing the shipment to have been short at that time, it was necessary to issue an over report showing disposition made of the shipment. The same shipment now moving would travel on the combination over report and free astray waybill, the billing agent making four copies and distributed as follows:

Shipment moves on the original with coupon left intact. Second copy mailed to Loss and Damage Bureau. Third copy mailed to the billing agent, or superintendent if this is not shown, and the fourth copy retained for station record. Upon arrival of this shipment at destination, if agent has previously received revenue billing, it is only necessary to show reference on the face of the F. A. waybill, abstract and forward to the Auditor Freight Receipts, but detaching the coupon and answering the several questions provided for thereon, and mailing such coupons to the Loss and Damage Bureau. If revenue billing, or reference thereto, is not in possession of the destination agent, he should issue station to station combination over report and astray waybill, adding such charges as are required in making delivery, and

sending to the Loss and Damage Bureau the second copy of his station to station waybill with the coupon from the original attached thereto, showing disposition made of the shipment. This latter station to station waybill has the same value as the former over report, and is used for a similar purpose.

As a matter of information, will explain why such handling is required. Upon receipt in this office of the copy of free astray waybill as issued by the billing agent, this report is placed in our file under the destination station reference, and upon receipt in the freight claim office of all claims for shortages, this file containing a compartment for each station on the line, is consulted in order to ascertain if the shipment on which claim has been presented has checked over at some other point. The coupon from the original of this waybill issued by the billing agent and sent us by the destination agent, showing disposition made of the shipment, is attached to this waybill in file, from which the Freight Claim Agent can determine the present location of the shipment. If the agent at destination has been unable to obtain proof of ownership and accordingly has failed to deliver shipment, it is necessary that this office assist him in obtaining disposition, but in order to do so without disturbing our file as above mentioned, which will service the Freight Claim Agent in connection with the investigation of his claim, we must have a report rendered for a different purpose—that of showing the shipment on hand undelivered. It must, therefore, be understood that in all cases where an astray shipment cannot be reconciled at destination with the revenue waybill, and where delivery cannot be made owing to the absence of information proving ownership, such as bill of lading, invoice, etc., that station to station F. A. waybill must be issued, sending this office the second copy, and the coupon from the first copy attached thereto.

If shipment is received on an interline through over astray waybill and

revenue waybill reference is not at hand, the same method must be followed as above.

The revised form of combination free astray over report provides for the waybilling of astray freight to marked destination regardless of existing interline waybilling instructions, it being understood that the various lines will so handle. Therefore, in all cases, in waybilling astray freight do not head the waybill on our junction or some intermediate point, but bill shipment through to its marked destination.

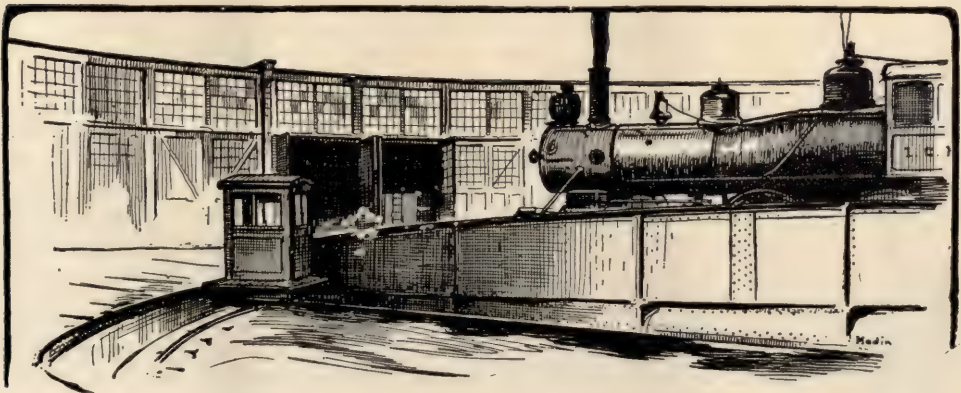
Whenever we for any reason are unable to deliver shipments to consignee and it becomes necessary to sell same, it is very important that the proceeds from such sale be credited and distributed to the account to which it belongs in order that "loss and damage to freight" might not be deprived of any credit which it is entitled to. Instructions have been issued to cover the proper distribution of these amounts, and the proper manner in which to make remittances of the proceeds from sale or refused, unclaimed, astray and damaged freight, but a word of explanation will probably be beneficial.

In all cases where freight is astray or in damaged condition, and it becomes necessary for us to dispose of such freight, the freight charges have not been earned, for in earning freight charges it is necessary to transport the shipment properly to the agreed destination. It is therefore not proper to deduct freight and other charges from the proceeds derived from sale of such astray or damaged freight, since we are going to be called upon to pay for the value of such shipments, and the divisions at fault charged as operating expenses with the amount of this payment. It is necessary and proper to credit this same operating expense with the entire amount received from the sale. Relief claim should then be filed for the accumulated charges against these shipments so that the "freight revenue account"

might not erroneously contain a credit for a shipment on which the transportation was irregular. In cases where shipmints are refused or unclaimed for any reason other than the condition brought about through negligence of the carrier, the accumulated charges against these shipments have been properly earned and must be deducted from the proceeds of the sale of such shipment if it is necessary as a final expedient to dispose of the shipment for the account of whom it may concern.

The initial step necessary for the intelligent handling of any shipments as above described, is the reporting by the destination agent, which informs us that the shipment is on hand undelivered. The one person on the railroad who is best acquainted with all of the conditions surrounding any particular shipment is the destination agent, with whom the shipment is in charge. These conditions alone must be carefully weighed before an intelligent conclusion can be arrived at as regards disposing of the shipment. This agent, therefore, in reporting a case to this office should acquaint us with all of these conditions, and offer his suggestions in every case, giving his reason for such suggestions, and instead of feeling that in reporting on our regular form certain shipments on hand, that his duties have been fulfilled, he should emphasize the particular con-

ditions surrounding this shipment, and make a suggestion as to what he feels should be done under the circumstances. Ofttimes an agent will wire or write us that a certain damaged shipment has been refused owing to its condition, but that a certain proposition has been presented to him by the consignee, and concludes by stating that he would like to be advised immediately whether the proposition will be accepted or rejected. This invariably necessitates a presumption on our part that would not have to be so pronounced if the agent would add his suggestions, and how arrived at. We are always glad and willing to assist whenever and in any manner possible, but we want a feeling to exist among all employees that their duties have not ceased until the company's interests have been fully protected, and very often a few suggestions from the agent or employe in connection with some particular shipment with which he is best familiarized often results in a large saving to these interests. Let it be understood why a report is necessary, of what use it is made and the ultimate effect of the manner in which it is made and followed up, and if at any time there are local conditions that seem to warrant a deviation from any of the rules pertaining to these suggestions it is not only the privilege but the duty of the employe to acquaint us with such conditions.



Today

By John J. Enright

AS autumn waned we planned for winter—of the things we were going to do. We felt that the gray days and frosty nights would keep us indoors, and we hugged ourselves with delight at the thought of the hours of study and self improvement which we would indulge in.

In imagination we felt the steam bubbling in the radiators, we saw ourselves the table on which lay our books and slippered and jacketed sitting beside our pipe, with the rose shaded lamp casting its glow over all; giving a touch of coziness that added to the charm of the mental picture.

We felt that the germs of the naturalist, the philosopher, the artist or the poet which were beginning to develop within us when we left college were not wholly dead, and that this winter would find us resurrecting and studying a particular taste from the long ago.

Now that the winter is nearly over is it not time we examined our consciences carefully, and made a profit and loss account of the hours that have gone?

With most of us, all the entries would be on the debit side, yet, with that as an example before our minds, we still keep on planning the great deeds we will do in the future; always gliding swiftly and inattentively over the glorious present.

Soon the wonderful thought of spring will have us in its toils. The lure of the open and the call of the green grass will rush upon us and fill us with new fancies, new hopes and new aspirations.

The tang in the spring air is a har-binger of fresh life and ambitions, and from the pleasant feeling of physical well-being we again revolve over and over in our minds the marvelous things we are "going to do."

Few of us are doing the biggest thing

we are capable of doing. When our moments of inspiration come instead of gritting our teeth, and buckling our armour we put off the doing until we have more time. Our lazy mental quirks won't allow us to cope with our purpose at the present, and in nine cases out of ten, we make to ourselves the excuse that later on we will have more time to tackle the problem.

Outside of our business we have a craving for some particular knowledge, but as the word "time" is a bugbear to the majority of us we tuck away our craving in some dusty part of our craniums until we have the time to give to it; foolishly and unreasoningly not recognizing the fact that we never will have any more time than we have at the present.

The beginning of anything is the most difficult, but once the start is made, when we are absorbed in the joy and pleasure of our study, it is a demonstrated fact that we can always find time to give to it.

The late John Muir, the famous author and naturalist, said "Longest is the life that contains the largest amount of time-effacing enjoyment; of work that is a steady delight."

Then are we not spendthrifts of our time and happiness if we have not an additional pleasure and zest to that which we derive from our business?

It is a duty we owe to ourselves to keep up our own mental development in any and every path wherein our imagination and our craving leads us.

Most of us know that we are frittering away our time, and when we think it over calmly, the perpetual protest within us against this waste makes us shamefaced, and again the resolution is made that we will begin to do things—perhaps to-morrow or the day after—when we have time.

FREIGHT TRAFFIC

DEPARTMENT

Individual Efficiency

By C. C. Cameron, General Freight Agent, Chicago



IN these columns there has been shown from time to time data relating to the geography, people and products of the country served by our road, and information as to the superior facilities of the Company for service. Suggestions have appeared as to how traffic may be developed and the average haul increased; as to economies that might be practiced and the courtesy that is due the public.

In brief, there have been brought in review the resources of the country, the possibilities of the Company and the opportunity of the organization to realize on its obligation.

The control and direction of the organization are in the hands of the Company's officers and theirs is the responsibility of supervising any systematizing the activities of the forces.

Without intelligent management, no organization is successful but with such management as we know we have, it remains, nevertheless true, that no small part of the effectiveness of the organization depends upon the efficiency of the individual.

Efficiency is largely an achievement, and all of us may aspire to it, and with such measure of success as we will.

In other words, each of us, has in his or her own position, the opportunity to contribute to the success of the Company, to the extent that individual efficiency is developed.

Efficiency finds one of its best meth-

ods of expression, in co-operation with other individuals not only in the same branch of the service, but in other branches as well, and all branches are more or less related.

In the Chicago General Freight Office, while we make no claim to perfection, we feel that steady progress is being made in individual and office efficiency, with consequent benefit to those other offices depending upon the General Freight Office for authority, information and instruction.

While circumscribed by Federal and State Laws in the method of constructing and distributing tariffs, we are accomplishing something in the way of simplifying and consolidating our own issues, and our influence is constantly at work to bring about the use of Agency or so called common tariffs.

As the opportunity is afforded, division sheets are likewise consolidated and simplified.

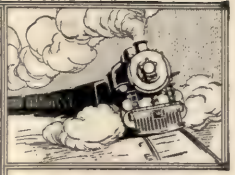
A relatively high state of efficiency has been acquired in the prompt and correct quotation of rates to agents and the public and in furnishing information to outside offices.

The effort is constant to reach conclusions with the minimum of correspondence and supervision is exercised over all letters and telegrams.

While we still have room for improvement a great deal of what has been accomplished has been owing to the application of individual efficiency.



TRANSPORTATION DEPARTMENT



Making Friends of the Farmer

G. B. James, Train Master, Louisville District

THERE has been a great deal written by Transportation officials concerning increase in ton miles, decrease in train miles, fuel economy, and other matters connected with train operation and reduction of expenses. We all know that the cost of transportation is being checked daily and monthly and comparisons made with previous years, but we have been so absorbed with these subjects that other things which vitally affect the welfare of railroads have been overlooked. One of these is the attitude of farmers toward railroads, and what can be done to break down this prejudice and unkindly feeling. The first agitation favoring government control and regulation started among farmers of the Middle West, and if this one class of people has the power and influence to originate a movement which has resulted so disastrously to the railroads, it is certainly worth our while to cultivate their friendship.

Making friends of the farmer has proved by experience no small affair, but where success along this line has been gained, it has always resulted advantageously. I recall an instance where a farmer put in his lawyer's hands for collection a claim of \$118.00 based on our failure to furnish cars when wanted for loading logs which he had stored at one of our stations for shipment. This claim looked like it would result in a law suit which we would no doubt lose. One spring day I went to see this farmer and talked to him about his claim. I told him that if he could show us that the Company owed him the money it

would be paid. We talked over the matter quite a while, and then he showed me his barns, stock and garden. He became very friendly, and we discussed several subjects, including operation of the railroad, duties of the officials and trainmen, and the expenditures necessary to carry on the business, all of which interested him. When I left he invited me to visit him again, telling me that he had a very different opinion of the railroad, and agreed to settle his claim for \$18.00. I again assured him that if it was just, it would be settled, but we never again heard from his lawyer.

Every farmer living along our line is a prospective juror who may some day hear the evidence in a damage suit against the Company. He no doubt knows the man who has instituted the suit, but if you have made him a friend of the railroad, he will render a verdict in accordance with the testimony submitted, and not be governed by prejudice. When passing over the line on motor car inspection trips, I never fail to wave my hand to the farmer at work in his field, and when time and opportunity permit, shake his hand across the fence, and in doing this I feel that I am making a friend of a juror in our courts. I am sure that farmers are sometimes unreasonable in asking for drainage, and it devolves upon the Division officials to convince him that he is wrong, but it will be a difficult matter if you have not first made a friend of him. We have had considerable success in our campaign to prevent the kill-

ing of live stock on the right-of-way, but when we approach the farmer who owns the stock and persuade him to confine it in his pastures or dispose of it, our campaign will be ended. It has been the custom at several points on the Louisville District for children to use the right-of-way in walking to and from school, but by enlisting the co-operation of teachers and principals, and in many cases parents of the children, we are fast breaking up the practice.

If the Division officials will attend the County fairs, Farmers' Institutes, and other public gatherings, mingle with the farmers and their families, and give every farmer he meets a friendly greeting, it will create a more cordial feeling among our patrons, and tend to overcome a prejudice which has long existed. When this is done, it will give the railroad a friend which has long been needed.

Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage Agent—Chicago, Ill., March 1, 1916

INFORMATION AND INSTRUCTION BULLETIN NO. 5

Carelessness in Piling Baggage

27.—We find that a considerable number of lamps in the baggage cars are broken by being struck by trunks in stacking the baggage in the cars. In throwing trunks into the top tier, train baggagemen should be very careful to avoid striking and breaking lamps in the cars.

Loss of Revenue From Failure to Weigh Baggage

28.—In our Bulletin No. 2, dated January 1, we called attention to the importance of weighing baggage. We have now under investigation three cases where certain traveling men have succeeded in getting from 200 to 300 pounds of excess baggage over the road for as many as five or six consecutive movements without paying for it. In one case an agent failed to weigh the baggage, which carried 900 pounds excess weight, but checked it on the owner's statement that he had 700 pounds excess, and the next five or six agents did the same thing. It is not difficult to see that an occasional case of this kind over the entire system through-

out the year means a large loss of revenue, and agents are again urged to see that baggage is properly weighed and that all charges due for excess weight are collected.

Failure to Make Bad Order Records

29.—In Bulletin No. 1 dated December 1, 1915, attention was called to frequent failures on the part of the agents and train baggagemen to make the proper records of bad order baggage. We have since been obliged to investigate and pay a number of claims for damaged baggage which, according to our own records, was checked in good order but reached destination in bad order. In many such cases only part of the employes handling the baggage made any bad order record, while those who showed the baggage in bad order were unable to give any information as to how the damage occurred. In a considerable percentage of such cases we are satisfied that no actual damage occurred while the baggage was in our possession, but through failure of our employes to inspect baggage and make the proper notations of bad

order our own records were against us and we were obliged to assume the responsibility. Any employe handling a piece of baggage should know its condition and make proper record of it for his own protection if not in the company's interest, and we hope to see a marked improvement in this respect at once.

Some Items About Excess Baggage

30.—In preparing data for a baggage rate case now pending before one of the states commissions, the intrastate excess baggage business in the state involved for an entire month was carefully reviewed, as well as all intrastate excess baggage business at ten selected stations for a period of ten days. Some of the information developed, which may be of interest to employes, follows:

The average revenue per piece received by the company for handling excess baggage is 23.7 cents.

The net revenue received by the company for handling 5230 movements of excess baggage was \$184.82 less than it would have cost to move the same baggage by freight.

The average weight of baggage checked by all passengers is 6.79

pounds per passenger. The average weight of baggage checked by passengers who check personal baggage is 78.5 pounds per passenger. The average weight checked by passengers who check sample baggage is 248 pounds per passenger.

Approximately 75 per cent of all excess baggage movements are handled under the 15 cents minimum rate.

Loss of Dogs

31.—A number of dogs have recently been lost while in possession of the company, some of which appear to have been quite valuable according to the claims presented by the owners. In most cases the losses have occurred by the dogs slipping their heads through collars or breaking light string, with which they were tied. Agents and train baggagemen to whom dogs are presented for transportation, before accepting them should carefully examine the equipment with which they are secured, and if the collar appears to be too loose or the leash consists of string or cord that can be easily broken, they should be rejected until the owners have securely equipped them with properly fitting collars and strong leashes.

Several months ago one of our prominent agents made a requisition for a clock for his office. The clock not being received he appeals to the superintendent in the following lines:

The Mute's Appeal

For sixty grim years mid'st sunshine and tears,

I have patiently vended the time
For those who are yet upon Mother Earth
And those in the other clime.

Alas! how sad, yet sorrowfully true
I have ticked my last tock for you.

Paralysis has gripped me in its clutches
of death

'Till my vitals all rattle and creak,
And the time that I would in pure English give

Must needs be given in Greek.
However reluctant to yield up the ghost
It was never the fault of my host;
He has twisted my motor when vitality
was low
And scrubbed me and oiled me, when I
was slow.

But I appeal to you now as never before
To cease the mad laughter and jeers,
And replace me by one who is shining
and bright
And one not given to tears.

Then lay me along side the old down and
outs
Where fate has decreed that I be,
And do unto him as you would have him
do
And worry no more about me.



The History and Growth of a Water Station

C. R. Knowles, General Foreman Waterwork

A compilation of the figures showing the consumption of water at Centralia, Illinois, for the past twenty-three years, from 1893 to 1915 inclusive, brings to mind the enormous increase in the consumption of water on railroads within the last quarter of a century.

These figures would indicate that the consumption of water is practically doubled every ten years. The consumption of water at Centralia in 1895, was 72,000,000 gallons per year, while in 1905 the annual consumption had increased to 141,404,000 gallons. In 1915 the consumption was 238,630,000 gallons. It may be said in passing that the consumption in 1915 was 42,000,000 gallons less than that of 1914, due chiefly to a campaign against water waste. Had no effort been made toward the elimination of water waste the consumption in 1915 would have been fully double that of 1905. While these figures as to the rate of increase may not apply to outlying stations they would certainly appear to apply to many water stations at main line terminals.

An interesting feature of these figures is, that they are not based on estimated quantities, but are taken from actual meter readings throughout the entire period.

At Centralia is one of the first water stations constructed on the Illinois Central, a brief history may be of interest.

The first water supply at Centralia was secured from a small creek known as Shop Creek just south of where the old shops were located. The supply of water from this creek was very

limited and barely sufficient for the few engines running into Centralia at the time the road was constructed in 1852. The Illinois Central owned but few engines in 1852, the largest of which had cylinders $13\frac{1}{2} \times 22$ inches and it may be assumed that the demand on the Centralia water station during its infancy was not very heavy. The additions to the motive power were very rapid during the first few years after the road was built and the question of water supply was of relative importance as the power was increased. The demand for water soon outgrew the supply from the creek and a water station was established about two miles north of Centralia in the early part of 1855. This station was near Central City, where it was first intended to locate the shops. The water was secured from a stream which crosses the right of way at this point. This stream chose such a tortuous winding course that there appeared to be no name that could be applied to it more appropriate than Crooked Creek, and so it was named. The supply was apparently ample for several such stations as was constructed at that time and as the country was very sparsely settled there was but little contamination and the quality of the water was fairly good, or at least if it was not good no one was the wiser, as a chemical or sanitary analysis was unknown to railway water supply at that time.

This pumping station was operated by horse power, the first pump installed at Crooked Creek being operated by one horse, while later as the consump-

tion increased a tread mill horse power was installed. This tread mill was operated by two horses, or properly speaking two mules, as mules were used to furnish power until the first steam plant was erected about 1858. During flood periods it was impossible to operate the horse power and an auxiliary tank and hand pumps were located above high water and used when the stream was high. The tanks were located at the Crooked Creek station it was necessary to bring the engines out from Centralia for water. The water supply for the shops at Centralia was secured from a well in the roundhouse. This well was 12 ft. in diameter and 40 ft. deep. Locomotives were also supplied from this well when the supply was low at Crooked Creek. This well was dug in 1855 and was used for drinking water and shop supply for over forty years.

A well was drilled at the shops in 1857 to a depth of 1,500 feet in an effort to secure artesian water, but with no success. This well was eight inches in diameter at the top and was cased with copper casing.

In 1859 the consumption of water had increased to such an extent that it was found necessary to build a dam across Crooked Creek, forming a reservoir for the storage of water during the dry seasons. This dam was rebuilt and made permanent two years later in 1861, also at this time a 300,000 gallon reservoir was constructed at the shops and walled with stone and the water station enlarged and rebuilt throughout including $2\frac{1}{4}$ miles of 4 inch cast iron pipe for conveying the water from Crooked Creek to the Shops.

Another effort was made to secure a more convenient and satisfactory water supply in the vicinity of the shops in 1861 when a well was sunk at what is now 227 Elm Street. This well was of unique construction. It was 8 feet square and 50 feet deep. Galleries were run out 50 feet on each of the four sides of the shaft. This well did not meet expectations, as it afforded only a limited supply. A small tank was

erected near the well and such water as it furnished was used for local purposes. It was after the failure to secure an adequate water supply from this well that the pipe line was laid from Crooked Creek to the shops.

The pumping station was destroyed by fire in 1865 and a new brick pump house and 40 feet brick stack constructed. A Weldon pump built at the old Weldon Shops, Chicago was installed and two 40,000 gallon tanks erected. A year later a second Weldon pump was installed, a large intake sump constructed at the river and new suction lines laid.

The four inch pipe became inadequate for the supply in 1867. It was found heavily incrustated and was cleaned and part of the line relaid with cleanout boxes every 100 feet, this proved only a temporary relief and 5,000 feet of the four inch pipe was taken up and relaid with eight inch pipe in 1868. This pipe is cast iron and is still in service after being in the ground forty-eight years.

The history of the station for the next few years is incomplete, but it seems that the old Weldon pumps remained in service until the early 80's when more modern pumping machinery was installed.

The pumping equipment in 1885 consisted of a locomotive boiler from one of the earlier engines and 2-14x7x10 Worthington Duplex pumps. The water was pumped through 12,240 feet of pipe 5,500 feet of the pipe being 8 inches and 6,740 feet of 6 inch pipe. There were two tanks a 12x12 tank at the North (then known as the New Yard) and a 16x22 foot tank at the shops. The overflow from the tank at the shops was piped to the reservoir. Another pump at the shops pumped water from this reservoir for washing boilers and for fire protection.

In 1891 a contract was executed with the City of Centralia covering the joint use of Crooked Creek reservoir, but the records do not show that the City pumped from this reservoir until 1893, when the Company leased the reservoir

and pumping plant to the City. The consumption of water by the City and railroad outgrew the pumping equipment in 1903 when the City constructed their own plant.

It was apparent shortly after this that Crooked Creek was becoming inadequate to the demand. Also the creek had acquired a reputation for pollution that appeared to justify the name of "Crooked." For the next few years the creek threatened to go out of business as a water course and finally made good the threat in 1908 when the City was practically out of water for over three months.

The shortage of water caused an enormous amount of trouble and expense to the Railroad Company. A temporary station was established at a small artificial lake about two miles south of Centralia where the present shops and hump yard are located. While this afforded temporary relief it was soon realized that it was necessary to look to another supply if the drought continued. Accordingly an additional pump and boiler was installed at the Little Muddy water station 20 miles south of Centralia and a temporary station established at Grand Tower 81 miles south of Centralia and we began hauling water in earnest. Regular crews were assigned to the water trains, which consisted of twenty large tank cars with a capacity each of from 8,000 to 10,000 gallons, each train hauling about 2,000 gallons of water. In spite of the most rigid economy it required at least two trains a day to keep up the supply. The unloading tracks were converted into watertight troughs and additional troughs laid to a reservoir and the water re-pumped to the tank.

Appreciating the danger of a wholesale conflagration, with the City practically out of water, emergency fire pumps were connected up so that fire pressure could be obtained. These fire pumps were so connected that it was possible to pump into the City mains as well as the Railroad Company's mains, affording protection to the City

as well as the shops. Fortunately no serious fires occurred, but the citizens of Centralia, as well as the local officers breathed easier for the presence of the pumps.

It was necessary to haul water from October 30, 1908, until February 6, 1909, during which time 4,450 cars of water were handled at a cost of \$16,-993.41.

The total failure of the water supply brought the citizens of Centralia to their feet, figuratively speaking, and in the summer of 1909 a committee of seven was appointed and given authority to devise and carry into execution plans to provide an adequate water supply. The Illinois Central gave this committee full support by agreeing to a substantial increase in water rates, which practically guaranteed the success of the undertaking. A bond issue of \$50,000 was voted. These bonds were taken by the local banks and the remainder of the \$158,000 which represented the cost of the new reservoir and pumping station was guaranteed by citizens of Centralia.

The new reservoir was formed by constructing a 660 foot dam across a valley about eight miles east and upstream from the Crooked Creek pumping station. The submerged area is approximately 250 acres and the watershed is about 8 square miles. The capacity of the reservoir is nearly a billion gallons. The water flows by gravity through a 20 inch wood stave main to the pumping station, which is located near the original site of the Crooked Creek station.

This proved to be a timely move on the part of Centralia, as when the new mechanical facilities were constructed two miles south of Centralia the consumption of water increased from 164,-427,000 gallons in 1911 to 236,021,000 gallons in 1912. If something had not been done by the City it would have been necessary for the Railroad Company to have established their own water station and it is doubtful if the City could have handled such a big proposition without the help of the railroad.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

The Prevalence and Prevention of Malaria

MALARIA as a disease is known to nearly all the readers of the Illinois Central Magazine. In fact, it is so well known and so common, especially in the territory south of the Ohio River, that it is sometimes difficult to obtain very much interest in a discussion of the disease. People who come in such familiar and daily contact with any condition soon learn to have a tolerant and neglectful attitude towards it and appear to be simply satisfied to go along with that condition and accept it as a matter of course. However, to a person who has lived in a territory which is free from Malaria and then comes in contact with people living in a Malarial district, to them is emphasized the importance of making desperate efforts to eradicate this deadly disease; deadly so much not in point of producing death, but deadly to the efficiency and the happiness of the individual sufferer.

It is hoped that by giving some attention to this disease in the Magazine that we shall be able to educate at least a portion of our readers who live in the infected territories, and encourage them to wage a successful fight against this disease which has been so important in the shaping of the world's history.

Malaria fell like a blight upon ancient Greece, and we find in the writings of Hypocrates that he recorded the degradation and subjugation of those people who inhabited malarious

places. He stated that those who lived in low, moist, hot districts and drank stagnant water suffered from enlarged spleen, were stunted and ill-shaped and dark—bilious rather than phlegmatic. Their nature was to be cowardly and averse to hardship, but good discipline and improved living conditions could improve their character in this respect. How remarkable it is that a picture so true of present conditions in malarious districts was pointed out by this early writer, who furnished us certain proof that the Greeks were well aware of the deleterious effects of Malaria.

It is generally known and universally accepted that the presence of Malaria and resulting conditions is transmitted by the Anopheles Mosquito, and it is also generally true that malarious regions are extremely fertile, for the moisture which favors the growth of this particular mosquito renders the soil more suitable for agriculture. Therefore, the districts in which Malaria is most prevalent is of the greatest economic importance because unless reclaimed the country is robbed of its most precious source of wealth. So tempting indeed are these fertile swamp lands that many come from more healthful localities, and with their lives in their hands endeavor to reclaim the land which has been abandoned by their predecessors. This was true of modern Greece, and two hundred years ago it was likewise

true of England. It is true to-day in our own land in the South, and if the Southern lands were thoroughly and scientifically drained, whether by State or Federal Laws, or by individual endeavor, that land which is now desolate would bloom with the finest of agricultural products and indeed would be a garden spot of the world.

Where there are swamps and marshes there must be Malaria, but this generalization is too sweeping. It is said that the ancient Romans were as subject to unhealthy influences as are the modern inhabitants of Italy, but the former were saved from the worst effects by the use of their thick woolen togas, which prevented the bites of the insects. As wool gave way to linen and silk so did the fever increase. Many writers believe that as the prosperity of the country increases Malaria declines. This no doubt is true but is due to the fact that drainage and the cultivation of land tends to clean up the breeding places of the mosquito. North boldly declares: "It is inconceivable that a civilized and powerful people such as the ancient Etruscans should have established themselves and built great cities in a country so fever stricken as the northern part of the province of Rome." He says further: "What we do know is that their prosperity and civilization were quite incompatible with the presence among them, in any grave form, of such an enemy to progress and prosperity as Malaria." The inference drawn by North is that Malaria increased as prosperity declined, being the cause of the decay of civilization.

If the Greeks of the great classical period were highly malarious they were truly marvelous people. Stephanos believes that Malaria has much increased since the middle ages and is very positive as to the mischief it causes. Furthermore, he refuses to admit that there were great endemic foci in the majority of Greek districts during the classical times. Other writers have attributed the decadence

and fall of ancient Greece largely to Malaria.

One of the most serious consequences of this all too prevalent and general a disease is the bad effects upon babies and children, as well as upon those in their youth. In the districts which are the greatest affected every child is more or less infected with the disease. However, because of the prevalence of the disease nature produces a partial immunity, which is the most that can be hoped for, but this does not prevent the disease and neither does it prevent the infection being carried from the one person to another person by the same type of mosquito which originally produced the disease. Aside from the direct effect of endangering the life of the working efficiency of the individual, as Hypocrates pointed out, the disease produces not only laziness but cowardice. It interferes with the individual initiative and prevents a normal incentive to work and to do good work.

Excluded from the Arctic zone Malaria appears to increase in frequency and virulence as the Equator is approached, but this progression lacks both constancy and uniformity and does not exactly correspond with the Iso-thermic lines. In certain tropical countries like Australia and Caledonia, they are free from Malaria. In general, however, the disease bears a close relationship to warm climates and of late years the highest mortality of Malaria has occurred in the tropics. In this country the present prevalence of Malaria (in the United States Army) is greatest among troops stationed in the Southwest and in the Mississippi basin, although the few posts on the Potomac River are notoriously malarial. The cleaning up of Cuba and the Panama Canal Zone are two of the best examples of what can be done by proper drainage and sanitary measures, and it is hoped that the day is not far distant when the great Mississippi Valley may be similarly redeemed from this insidious scourge of humanity.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Memphis, Tenn., January 10, 1916.

Dr. G. G. Dowdall,

Chief Surgeon, Illinois Central Railroad Company, Chicago, Ill.

Dear Doctor:

A very serious accident happened to me Nov. 17, while at my work as blacksmith. I sustained a rupture of my intestines.

I wish to sincerely thank the Hospital Department at Memphis, for the skill and constant attention that was given to me while confined in St. Joseph's Hospital. I am sure that my life was saved only by the exceptional care and skill of the Hospital Department Staff and was aided in every way by the most excellent attention I received from the Hospital Sisters and nurses.

I have been employed in the service of the Illinois Central Railroad for nearly three years, and have had several occasions to call on the Hospital Department for treatment and have always found the members of your Staff courteous and willing to give me any needed attention.

I feel it a great privilege to work for the Illinois Central Railroad Company, which takes great care of the welfare of their employees.

Gratefully yours,

M. L. Flowers,
Blacksmith, Memphis.

McComb, Miss., January 23, 1916.

Dr. Wm. W. Leake, Asst. Chief Surgeon,

I. C. and Y. & M. V. Railroad Companies,
New Orleans, La.

Dear Doctor:

I desire herewith to express to you the feeling of gratitude that I have for the kind and courteous treatment received at Company Hospital in December, 1915. I can truthfully state that anyone desiring treatment could not in my opinion find any finer place and could not be treated any nicer at any other hospital, whether private or charitable, than they will be treated at the Illinois Central Hospital at New Orleans.

I was operated on there and can certainly say that better treatment could not have been received either from the nurses or doctors in attendance. The small amount that we pay each month to the Hospital Department is the best investment that any employe could make, regardless of what may happen to him.

Thanking the Hospital Department and its Staff for the kind treatment that I received, I remain

Respectfully yours,

(Signed) Car Repairer McMixom,
McComb, Miss.



**MEMPHIS DIVISION.
Safety Meeting.**

Held at Tutwiler, Miss.,
Wednesday, April 12, 1916.

PRESENT:

- J. J. PELLEY, Superintendent, Memphis, Tenn.
- J. L. DOWNS, Roadmaster, Memphis, Tenn.
- A. M. UMSHLER, Trainmaster, Memphis, Tenn.
- J. W. REA, Trainmaster, Memphis, Tenn.
- J. S. REEDY, Division Claim Clerk, Memphis, Tenn.
- G. L. EDWARDS, Agent, Tutwiler, Miss.
- J. W. STONE, Yardmaster, Tutwiler, Miss.
- L. E. CARRINGTON, Supervisor, Greenwood.
- JOE CRAHEN, Supervisor, Tutwiler.
- L. S. BURDSONG, Section Foreman, Tutwiler.
- W. A. WARREN, Section Foreman, Tutwiler.
- S. W. ALEXANDER, Section Foreman, Tutwiler.
- M. L. LONG, Section Foreman, Tutwiler.
- W. A. SHARP, Section Foreman, Tutwiler.
- C. A. CONNERLY, Car Foreman, Tutwiler.
- W. S. LARKIN, Wrecker Foreman, Tutwiler.
- C. E. SPIVEY, Section Foreman, Tutwiler.
- H. BEATTY, Section Foreman, Tutwiler.
- L. W. PUCKETT, Section Foreman, Tutwiler.
- L. S. TULFORD, Car Repairer, Tutwiler.
- J. H. BARKSDALE, Agent, Blaine.
- D. A. COUNTS, Conductor, Blaine.
- J. S. TULFORD, Conductor, Blaine.
- B. A. SMITH, Conductor, Blaine.
- H. E. GAULDING, Engineer, Blaine.
- SCOTT ANDREWS, Engineer, Blaine.
- R. C. BRENNAN, Engineer, Blaine.
- ED MATHIS, Engineer (Derrick), Blaine.
- R. R. DAUGHTRY, Flagman, Blaine.
- N. B. McFARLAND, Flagman, Blaine.
- G. L. RODENBAUGH, Machinist, Blaine.
- C. A. DOUGLAS, Clerk, Blaine.
- FRANK HANNIGAN, Operator, Blaine.
- A. BURTON, Operator, Blaine.
- R. E. HOUSE, Operator, Blaine.
- S. M. DANIELS, Visitor.

Also 35 colored employes from different departments.

THE meeting was opened by Superintendent Pelley, who expressed much pleasure at having so many present to hear the discussions on a subject that was of vital interest to every one connected with any railroad in any department, and not only railroad employes but to people in every walk of life, as it was a movement that was nation wide in its scope, brought about as it has been by a desire on the part of every one to bring more attention to bear on the subject of Safety First. He called attention to the fact that there are two duties a railroad man is called upon to perform:

First: That of taking every precaution to protect his own life and limbs, and
Second: That of looking out for the welfare of his fellow employe.

The speaker called attention to the fact that the Government has taken this

subject up very actively and that strict laws have been enacted all having in view safety of life and limb, not only on railroads, but on street railways, factories and in fact every place where any hazard was to be come in contact with.

He called especial attention to the great steamship disasters that we have had in the past few years which have been appalling and horrifying, yet when we read or hear of some poor fellow who is killed in a railroad wreck or loses a limb, disabling him for life, we think about it for a while and then the impression gradually wears off. And yet railroad fatalities seem to have no stopping place, and probably claim more victims than any of the other disasters we so often hear of.

Mr. Pelley said that he was sure that everyone would agree with him that the "Best Safety Device Known is a Careful Man," and that everything pointed to the fact that people in every walk of life are realizing more fully the importance of "Safety First."

Mr. Pelley told his hearers that this was a big subject and wanted everyone to have something to say along this line, and quite a number of talks were made on the several ways of making railroad life safe.

Trainmaster Umshler cited a case within the last few days of where a Section Foreman was watching a train pass and noticed a wheel wobbling and he knew instinctively that something was wrong and followed the train and had it stopped and inspected for the trouble, and finally a flagman on a work train discovered the disabled wheel and necessary repairs were made, thus probably avoiding a serious accident. It shows that these men had their heart in the work and were interested not only in protecting human life, but in caring for the property of the Company as well. In this way a great many accidents could be avoided, by simply watching for the little things that eventually cause the accidents, costing many thousand dollars and the loss of life.

All of the expressions on this subject tended to show that it was a subject that too much could not be said about. The different Foremen and conductors, engineers and all others present stated that they were trying to impress their men with the vital importance of passing signals correctly and observing them correctly, and were continually cautioning the men about carelessly going between cars when they were being cut off or coupled up. So many accidents occur in this way, as a man will use his foot to assist in making a coupling that is somewhat obstinate; or he will be standing between the cars and let his hand get caught in the drawhead when the coupling is made, or in some way not exercise the proper care, and in a few seconds' time he sustains an injury that if it does not prove fatal, he is injured and disabled for life. Special stress was laid on the observance of the Blue Flag displayed for protection of Car Repairers and the importance of carrying out the Rule to the letter in this one thing which has so often resulted fatally when the Rules were carelessly violated. Statements submitted at the meeting showed that our men are carefully complying with this and all other flagging rules on the Memphis Division.

This is a serious evil that should be fully corrected and it is a matter that is claiming the close attention of all our supervisors, foremen, engineers, conductors, and all others whose duty it is to see these things. An engineer present called attention to the practice that is prevalent to a large extent among the negroes in some of the gangs where the matter is not continually watched. They will hop a train when it is pulling out or in a siding or anywhere close to their work and ride a few feet or a few yards just for the fun of it and before they realize the risk of it someone is hurt. All of our men are watching this very closely and those in charge of the gangs on the Memphis Division state that when one of their men does a trick like this it is his last offense of that particular kind or he is not tolerated in the service.

Several accidents may be recalled that can be charged to this one thing and our men are frequently cautioned to look for these cleats lying around and pick them up; also planks with nails in them.

This is a matter that is claiming the attention of all concerned and they report a continual improvement, as shippers are continually being cautioned, and trainmen are watching cars more closely before moving them, in order to prevent possible chance of accidents.

**Section Men
and Others
Watching
Trains As
They Pass.**

**The Matter of
Passing Signals
Properly and
the Importance
of a Correct
Understanding
of Them Before
Taking Action.**

**Jumping On
And Off
Moving Trains
and Engines.**

**Cleats with
Nails in Them
Carelessly Left
Around Where
They Can Be
Stepped On.**

**Cars Loaded
With Lumber
Which Are
Not Properly
Staked and
Lumber Piled
Too High.**

Proper Locking of Switches.

The same is true of LOG LOADING. In some cases the shippers have not wired their logs properly or have used old wire which is too easily broken. Our officials and employees are giving more attention to this than ever before, and if a car is not properly loaded, or the logs not securely fastened on with good wire, the car is not moved by a train until these requirements are fully complied with.

This came in for some useful comments, and particular stress laid on the importance of seeing that switches are not left unlocked. Our men report that they are not having any trouble from this source.

Motor Car Accidents and Improper Use of Motor Cars, Running At Night Without Lights Or At Too High a Rate Of Speed.

A great deal was said about this, as we have recently had an accident caused by a collision of a motor car with a cow when running at night. Our foremen are cautioned to keep their cars locked when not in use on the company's business, to prevent any of the employees or others from "stealing a ride." An opinion was expressed to the effect that one of the greatest dangers in this line is running of hand cars or motor cars at night without light, and running too fast. Attention was called to the fact that when it was necessary to use these cars on business at night, it was not necessary to go so fast, but to go slow and be sure lights were in proper condition. The Superintendent cited a case in his own knowledge that occurred on another division several years ago where some men were using a hand car at night for their own pleasure and ran into another hand car being used in the same manner, both of which were running at an excessive rate of speed and the accident resulted fatally to five or six of the party.

Personal Injuries.

It was shown that on the Division as a whole number of personal injuries has decreased to a great extent, showing that our employees are paying more attention to Safety and are very much more careful. Of course now and then a fellow gets a broken finger or some other minor injury, and in these cases the man afterwards acknowledges that it was his own fault in getting hurt, because if he had taken proper cautions and had thought of Safety First, the accident could have been averted. This is also true of the more serious accidents, because if they would only acquire a thorough knowledge of the Rules and then comply with them there would be a few if any personal injuries, those of the avoidable class. One section foreman reported that he had not had a personal injury to occur in his gang since he had been in the service, due, he said, to careful training of his men to the idea of "Safety First."

Negroes Yelling at Passing Trains and Making Other Unnecessary Noises.

It was stated that a great many of the negroes would amuse themselves by yelling at a passing train when the work was suspended to allow the train to pass. This is also a dangerous practice, because of the fact that if anyone should get hurt and suddenly call for help he could not make himself heard because of the noise the men were making. Our foremen are making an effort to break up this kind of play and have succeeded in a very large measure.

Roadmaster Downs in his talk along this line reminded those present that we must not forget that when a bunch of negroes are standing around a train it is perfectly natural for them to hollow at other negroes on trains, just as it is natural for a negro to "steal a ride" on the steps or side of box car for a short distance, and it is a matter that lies entirely with those in charge of the men to break up. The head man of the gang is the one we must look to first drill this "Safety" idea into the body of men with whom he has to deal, and it is a thing that, if brought to their attention in a forceful manner, they will readily respond to provisions which we throw around them for their own good.

Our men in every department on the division as a whole are a very careful set of employees and we believe that each year will show a decrease in accidents and personal injuries, until our division will rank among the first in this respect.

Trainmaster Rea made an interesting and impressive talk to the men, saying that it was indeed gratifying to see so much interest being manifested and it all had a tendency to show that we had a careful set of men. He told the men that these Safety Meetings were held for the common good, to afford every man an opportunity to advance an idea looking towards the betterment of conditions in

general, and that we not only extended them the invitation to say something, but we expected them to freely offer suggestions, because lots of times the men out on the line would see things that needed correcting and it was entirely with them to report it to the officials and it was their duty to do so. He said that the "careful man" is the one that does his duty day by day.

Conclusion.

Superintendent Pelley made a good talk in conclusion, expressing a great deal of confidence in the men on the Memphis Division, and saying that he believed that about all the accidents and other irregularities were being reported that needed to be brought to the attention of officials. He also read some interesting figures showing how this division compared with others in the record of personal injuries. Mr. Pelley read a record of a very serious accident that had occurred on another division some years ago that was due to improper flagging. This particular accident happened where they had the best of everything in equipment, tracks and well trained men. But just for this one little carelessness on the part of the flagman not going back far enough in a fog, and a fast mail and passenger train ran into a suburban accommodation and dealt death and destruction to many people and a lot of fine equipment. The Superintendent told his hearers that it was beyond his understanding why a man would not do his duty in proper flagging, as that was what he is on the train for, and has very little else to do. He said that he was glad to see things improving everywhere, and that when an accident or personal injury occurs now, we want to know all about it and find out just what the cause was and go to the bottom of the thing and remedy the defects so as to avoid a repetition. This is true to a much greater extent than it was several years ago.

The meeting was closed with a feeling on the part of everyone that it had been well worth while and that much lasting good had been accomplished.

The records bear out the statement that the Memphis Division has a lot of very careful men.

MERITORIOUS SERVICE

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

During March the following suburban trainmen and gatekeepers lifted commutation tickets account having expired or being in proper hands:

Conductor Geo. Miller
 Conductor R. Gums.
 Conductor W. H. Gerry,
 Conductor J. J. Zimmerman.
 Conductor C. White.
 Conductor D. M. Gerry.
 Conductor H. M. Cain.
 Flagman J. Statesly.
 Flagman J. Daily.
 Flagman J. Curley.
 Flagman R. Creps.



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Beautiful
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Chicago**



Flagman J. Hoffman.
 Flagman J. Flynn.
 Gatekeeper A. D. Purner.
 Gatekeeper R. Fraher.
 Gatekeeper J. Powers.
 Gatekeeper A. Gerhardy.
 Gatekeeper J. H. Quinlan.
 Gatekeeper K. F. Emmanuel.
 Gatekeeper Daisy Emery.
 Gatekeeper Bertha Johnson.

Conductor J. P. Mallon on train No. 23 March 1st declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Weigel on train No. 25 March 4th and No. 34 March 17th declined to honor card tickets account having expired and collected cash fares.

On train No. 21 March 6th he declined to honor going portion of card ticket account returning portion being missing and collected cash fare.

Conductor H. B. Jacks on train No. 24 March 8th, No. 23 March 10th and 27th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor E. M. Winslow on train No. 5 March 29th declined to honor card ticket account having expired and collected cash fare.

St. Louis Division

Conductor W. C. Walkup on train No. 208 March 2nd declined to honor portion of card ticket account returning portion being missing and collected cash fare.

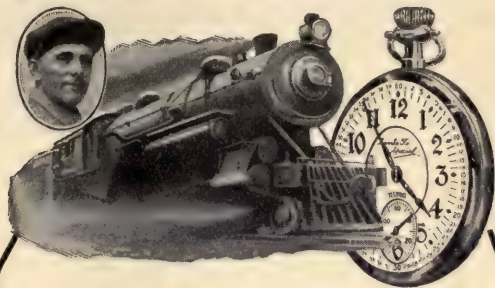
On train No. 201 March 19th he declined to honor card ticket account having expired and collected other transportation.

Conductor A. E. Reader on train No. 3 March 3rd lifted trip pass account not being countersigned and collected cash fare.

On train No. 1 March 22nd he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor G. Carter on train No. 6 March 17th lifted trip pass account not being countersigned and collected cash fare.

NOTE—E. O. Whitecome, engineer, who pulls one of the world's finest trains says: "The 'Santa Fe' Special' is the BEST watch I ever carried."



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Conductor H. W. Bibb on train No. 623 March 24th declined to honor inter-line ticket account having expired and collected cash fare.

Springfield Division

Conductor F. A. Hitz on train No. 17 March 25th declined to honor card ticket account having expired and collected cash fare.

Wisconsin Division

Conductor J. B. Stewart on train No. 124 March 11th and No. 131 March 21st declined to honor card tickets account having expired and collected cash fares.

On train No. 123 March 6th and No. 124 March 20th he declined to honor going portions of round trip card tickets account returning portions being missing and collected cash fares. Passengers referred to passenger department for refund on tickets.

Conductor J. P. Reece on train No. 123 March 9th declined to honor card ticket account having expired and collected cash fare.

Conductor L. Bowley on train No. 330 March 13th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. T. Birkmeyer on train No. 14 March 19th lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor P. J. Crosson on train No. 124 March 21st declined to honor round trip card ticket account having expired and collected cash fare.

Kentucky Division

Conductor W. Y. Hansbrough on train 103 March 16th declined to honor 48-ride coupon pass book account being in improper hands and collected cash fare.

Conductor F. P. Coburn on train No. 121 March 19th declined to honor mileage book account having expired and collected cash fare.

Tennessee Division

Conductor S. E. Matthews on train No. 207 March 20th lifted mileage book account being in improper hands and collected cash fare.

Mississippi Division

Conductor N. S. McLean on train

No. 123 March 9th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. Weir on train No. 234 March 14th lifted penny scrip book account being in improper hands and collected cash fare.

Conductor B. B. Ford on train No. 3 March 16th lifted mileage book account being in improper hands and collected cash fare.

Conductor O. A. Harrison on train No. 33 March 21st lifted 46-ride monthly school ticket account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 6 March 26th declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor R. F. Cathey on train No. 5 March 26th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor S. R. Cain on train No. 4 March 23rd lifted mileage book account being in improper hands and collected cash fare.

Louisiana Division

Conductor L. E. Barnes on train No. 1 March 13th declined to honor Sunday excursion tickets account having expired and collected cash fares.

On train No. 34 March 24th he declined to honor mileage book account having expired and collected cash fare.

Conductor G. O. Lord on train No. 6 March 21st declined to honor card

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ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Memphis Division

Conductor J. S. Lee on train No. 313 March 7th lifted scrip exchange pas-

Mail Us This Letter

ILLINOIS CENTRAL RAILROAD COMPANY

Mudge and Company,
443 Railway Exchange,
Chicago, Illinois.

Gentlemen:

I am going to quit pumping and make a motor car out of my hand car. Your "Wonder Pull" complete top (Photo attached) looks good to me.

Heres what I want and I think you've got it.

An "air cooler" because they never run dry and cannot freeze in cold weather like the water cooler. I want the cylinder to lie with the car (not up and down) as the thrust of piston will be absorbed in car travel and I want the engine solid in the frame where it always "stays put" in one place and cannot work loose.

I want everything furnished to me complete and assembled so that there is nothing left for me to do but bolt the top to car body - apply split pulley - lace belt and give her the juice. I don't want to spend one penny for an extra bolt or nut. What I pay you must take care of everything.

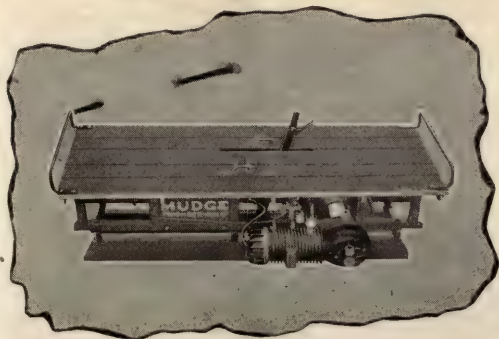
I don't want to wait for my hand car to go into the shops but want everything to come to me in such shape that I can build myself just as good a motor car as there is on this road and do it in an hours time and be out on the line.

Send full particulars by next mail so that I can see if the "Wonder-Pull" fills the bill.

Yours very truly

Occupation _____ Railroad _____

Town _____ State _____



sage ticket account being in improper hands and collected cash fare.

On train No. 314 March 16th he lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 313 March 19th he lifted employe's term pass account being in improper hands and collected cash fare.

Conductor G. T. Reeves on train No. 523 March 20th declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor F. B. Bell on train No. 37 March 17th lifted employe's term pass account passenger not being provided with identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

Vicksburg Division

Conductor M. Mahoney on train No. 113 March 12th declined to honor interline ticket account having expired and collected cash fare.

New Orleans Division

Conductor R. E. Cook on train No. 15 March 11th declined to honor mile-

age book account having expired and collected cash fare.

General Offices.

J. W. Bennett, auditor of the Disbursements Office, advises that he has lost a stick pin, dragon head design, with ruby eye, diamond in mouth, and will be grateful if the finder will return it to him.

DIVISION NEWS

Memphis Division

"Mr. L. E. Whatley, recently appointed Supervisor, Road Department at Greenwood, Miss., April 2nd called a general get-together meeting of foremen. Various subjects relating to the Maintenance of Way Department were discussed, among which, was 'Ways and Means of Reducing the Killing of Live Stock.' Mr. Hagan, Claim Agent, this Division, gave a few timely suggestions which would prove effective. He stated that it would be a good idea to take pictures of old worn-out stock that habitually trespass on our right of way, and send owners of such stock a photograph. Much attention was given to the discussion of the above.

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ILLINOIS CENTRAL MAGAZINE



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DAISIES

Hopkinsville, Kentucky

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Pennyroyal”*

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Churches of every denomination but non-believers in sumptuary laws.

We'll be glad to have you and yours

Write the Business Men's Association



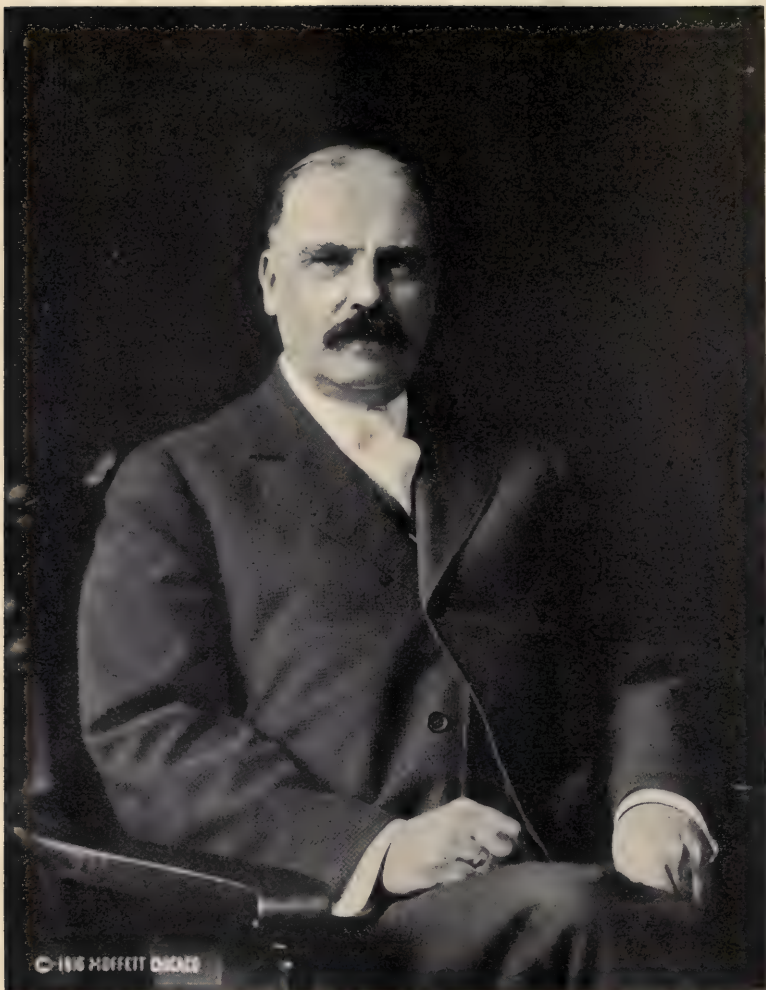
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in the interest of the Company and its 45000 Employees*

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BONZANO WEEKS

Superintendent of Telegraph, Southern Lines

LEARNED telegraphy during school days. Served apprenticeship and employed as machinist Lewis Johnson Foundry & Machine Company, New Orleans. Manager Gulf Towing Company, Port Eads, La., and Clerk and Operator New Orleans Police Department.

November, 1883, entered railway service as agent L. N. O. & T. R. R., Kenner, La.

Transferred to New Orleans as operator and chief clerk to general agent same company until it was absorbed by the Illinois Central, when he became chief operator at New Orleans.

June, 1903, acting assistant superintendent telegraph.

May, 1905, assistant superintendent telegraph.

August, 1909, appointed superintendent telegraph.

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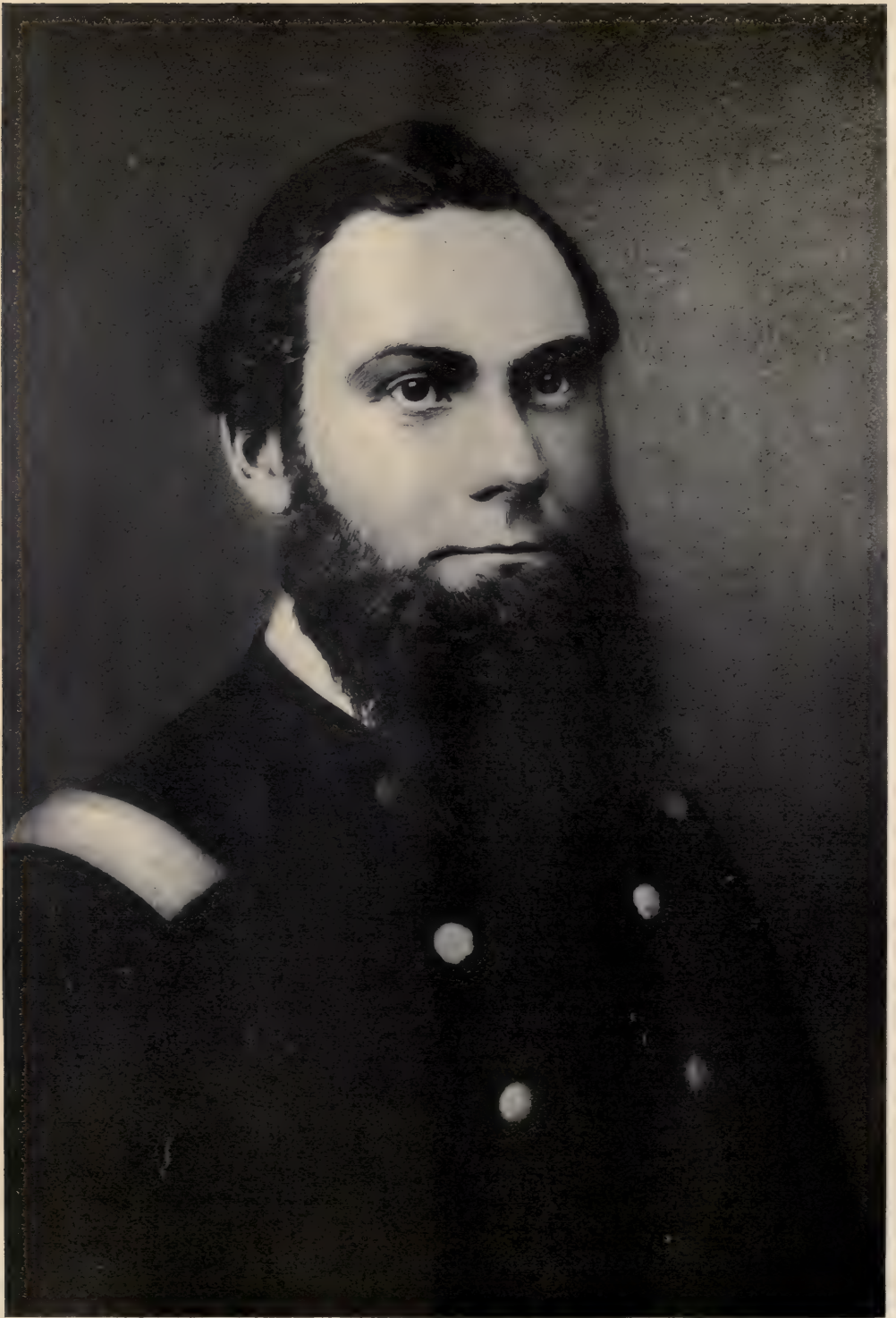
The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Colonel Josiah B. Park

Vale, in his history of the Cavalry Campaign in the Western armies, says:

"To the student of the military operations during the war of the Rebellion, the question frequently presents itself—What caused the almost uninterrupted success of the Federal forces in the Middle Department, embracing the armies of the Ohio, Cumberland and Tennessee, while at the same time, for so long a period, the armies of the East were unable to make any substantial progress against the Confederate forces? It can certainly not be contended that it was any superiority in bravery in the Army of the West over that of the East, that enabled the former to make its advance from the banks of the Ohio through Kentucky, Tennessee, Alabama, Mississippi and Georgia to the sea; thence north through South and North Carolina, over the greatest natural obstructions of the continent and in the face of a foe equal in numbers and their peers in bravery; a march of over fifteen hundred miles;

while the utmost efforts of their comrades in Virginia, although comparatively free from natural difficulties and never confronted with superior numbers, scarcely able to maintain itself one hundred miles from its base. Neither can it be said that the Armies of the West were superior in their military equipment and supplies to the East; for the latter were armed and equipped under the very eyes of the Capitol and the whole nation, while those of the former were supplied from the refuse of the arsenals and workshops of the Government. Nor yet, highly gratifying as it may be to the military pride of those so lauded, can it be justly said that the superior generalship of the commanders of the West gave to our armies their superiority. If, then, it was not to numbers, to superior arms and equipment, to discipline or to superior generalship that the Western armies owed their unparalleled and astonishing success, while the Army of the Potomac, as the Eastern Army was designated, was but able



LIEUTENANT-COLONEL JOSIAH B. PARK, 4TH MICHIGAN CAVALRY.

to make the battlefield in Virginia a Golgotha, barren of practical results, to what cause should it be assigned? For in military campaigns, as in the operations of the physical world, for every effect a cause must exist.

In the opinion of the author, the verdict of posterity will be that the prime and controlling cause of the difference in the relative achievements of the two Departments is that the cavalry arm of the service was, in the West, early in the war, developed and perfected into a mighty engine of warfare, while in the East, it was neglected, ridiculed, dwarfed and stunted until just before the overthrow of the enemy." *

* * *

Among the distinguished cavalry commands of the Western armies the brigade commanded by Colonel R. H. G. Minty, with the division to which it was attached, occupied no second place, belonging as it did to the Army of the

Cumberland, it had a central position in the grand field of the operations of the Armies of the Ohio, the Cumberland and the Tennessee. Its sabers flashed on every battlefield from Knoxville to Vicksburg and from Columbus, Kentucky, to Macon, Georgia. Its guns were heard on almost every ridge and in practically every ravine in the States of Kentucky, Tennessee, Alabama, Mississippi and Georgia, and its horses were watered at every considerable stream from the Ohio at Louisville to the Mississippi at Vicksburg, and from The Father of Waters at Columbus, Kentucky to the Oconee in Georgia. It received the surrender of over thirty thousand men and officers; captured over eighty thousand stand of arms; nearly twenty thousand horses, and took in battle, by direct charges, seventy-six pieces of artillery, including seventeen heavy siege guns, and as a division commanded by General Eli Long consisting of the two brigades of Minty and Murray, captured by assault the second strongest fortified city in the Southern Confederacy.

Colonel Josiah B. Park was born in Cheemung County, New York, April 23, 1831, and died at North Platte, Nebraska, in June, 1873. Colonel Park acquired his early education in the district schools of New York, supplemented by a course in English and Civil Engineering at the Elmira (N. Y.) Academy; in 1851 he migrated to Michigan, where he followed surveying and engineering for several years. He was the first settler and the founder of Ovid, Michigan. When the Civil War broke out, he raised a company of volunteers and was mustered into the 1st Michigan Cavalry, with the rank of Captain. This regiment left its rendezvous at Detroit for Washington, D. C., and took part with distinction in various battles that were fought in Virginia and contiguous territory.

The Battle of Winchester, Va., took place March 23, 1862, and notwithstanding the fact that Capt. Park's Company was not engaged he volunteered for service to General Shields. The



ROBERT H. G. MINTY.

Colonel 4th Michigan Cavalry, Brevet Brig. General U. S. Volunteers, Brevet Maj. General U. S. Volunteers.

battle was a severe one, lasting for several hours and concluding about dark with the repulse of General Thomas J. ("Stonewall") Jackson. During this battle Capt. Park was severely wounded.

Concerning his service the report of Lieutenant-Colonel Joseph T. Coapland says:

"Headquarters First Michigan Cavalry,
Strasburg, March 25, 1862.

* * * When all did their duty so well, at times under a shower of balls, it would seem invidious to discriminate, and yet I cannot forbear commending Lieutenant Heazlit, the Adjutant of our regiment; Lieutenants Gray and Freeman; and Capt. Park, and Lieutenant Gallagher, of the first battalion, who happening to be present, volunteered their service.

"Capt. Park received a severe wound, soon after reaching the enemy's position, and was compelled to retire from the field."

(Signed) J. T. COAPLAND,
Lieutenant-Colonel Commanding.

To T. F. Brodhead,
Chief of Cavalry for D'Armee."

Upon receipt of this in making his report to the Commanding General, Colonel Brodhead says:

"Headquarters Chief of Cavalry,
Fifth Corps D'Armee,

Strasburg, March 27, 1862.

"My command on the 23rd actively engaged in battle consisted of four companies of the first Michigan Cavalry. *

* * * Capt. J. B. Park, who was detached from his company now under the command of Colonel Geary, was severely wounded while acting as volunteer in supporting the storming party. This gallant officer deserves my commendation for his gallantry.

"I have the honor to be, very respectfully,

Your obedient servant,

T. F. BRODHEAD,
Colonel and Chief of Cavalry,
Fifth Corps D'Armee."

Captain Park accompanied General Pope on his return across the Rappahannock. On August 20, 1862, Captain

Park was promoted to be a Major of the Fourth Michigan Cavalry; December 9th, was appointed Inspector General of Cavalry, Department of the Cumberland; and in April, 1863, was promoted to be Lieutenant-Colonel and assumed command of his regiment at Murfreesboro, Tenn. In April, 1864, Governor Blair appointed him Colonel to raise a regiment of engineers and mechanics. Col. Park while on the staff of Major General David S. Stanley during the operations of the Army of the Cumberland; in 1862-1863, acted as Inspector General of Cavalry, wrote several manuals of arms, among them that for the use of the Spencer Carbine, the first small arm gun using a metallic cartridge. As a civil engineer, his services were valuable to General Stanley in other respects; Colonel Park was Superintendent of Fortifications at the battle of Franklin, and performed many other similar staff duties, not ordinarily assigned to a cavalry officer. During the



CAPTAIN PARK CONVALESCING FROM
WOUND RECEIVED IN THE
BATTLE OF WINCHESTER.

fall of 1864, he was in charge of the Alabama and Tennessee railroad, used at this time for military operations.

During his service with the Army, Colonel Park participated in the following battles of prominence: Winchester, Va., Second Bull Run; Perryville, Ky.; Stone River, Tenn.; Franklin, Tenn.; Nashville, Tenn.; Dallas, Ga., and McMinnville, Tenn. His service was a continuity of skirmishes and activity. He was six feet two inches in his stocking feet; of fine physique and pleasant personality, a dashing horseman, always a favorite with his fellow officers.

He was wounded a number of times, to which is attributed his untimely death soon after the close of the war.

During the campaign of 1862-1863, Colonel Minty was in command of the first brigade and frequently in command of the division. Colonel Park followed him in succession at the head of his regiment or in command of the Brigade. Of Colonel Park's own regiment, the Fourth Michigan Cavalry, Vale has to say:

"This the most distinguished of all the noted regiments from the Peninsular State, was organized at Detroit, on the 25th of July, 1862, and entered the service at Louisville, Ky., in October, 1862."

The regiment was fully equipped, armed and mounted, consisting of one thousand two hundred and thirty-three men and officers. They were upon arrival at Louisville immediately ordered to take the field and on the 10th of October, led the advance upon Stanford, Ky., where Morgan was posted with twenty-five hundred men and a number of pieces of artillery. The battle resulted in a short but brilliant victory, Morgan retreating to Crab Orchard.

He (Morgan), was again overtaken at Lebanon, Tennessee, suffering a second defeat and a loss of all his commissary stores and transportation stock.

During November, the regiment was actively engaged in picketing and scouting the country in front of Crittenden's position at Silver Springs, Tennessee.

Major General Rosecrans, now being in command of the Army, moved the right flank into Nashville, the fourth Michigan Cavalry forming the advance; the regiment here reported to Major General Stanley, Chief of Cavalry, who took personal command of an expedition against the enemy at Franklin, Tenn. Here the repeating rifles of the Fourth Michigan were very effective, the town was captured with a large quantity of stores. General Stanley at this time reorganized the Cavalry, forming it into two divisions of two brigades each. The Fourth Michigan became a part of the First Brigade, second Division. Colonel Minty, as Brigade commander, and Colonel Park in command of the Fourth Michigan. During the Spring of 1863, Colonel Minty being in command of the division, Colonel Park was placed in command of the brigade, which consisted of the Fourth Michigan Cavalry, Seventh Pennsylvania Cavalry, Middle Tennessee Cavalry and the First Ohio Cavalry. They were constantly engaged with the enemy Cavalry under Forrest and Morgan, and effectually frustrated the efforts to establish the right wing of Bragg's Army at McMinnville.

The Battle of Chickamauga, in which the Fourth Michigan Cavalry took a conspicuous part, was fought Sept. 17th, 1863.

As the account of it by Historian Vale is very interesting, we embody it in this article.

"Bragg, his army reinforced to number over eighty thousand of the best fighting veterans of the Confederacy, on the 17th moved Longstreet from LaFayette North and East to occupy and hold the passes into McLemore's cave, only a few miles from Thomas; Hill to a point opposite and three miles south of Lee & Gordon's Mills; Polk to and within a mile of Dalton ford, and Buckner to Ringgold, with Hood's Division of Longstreet's Corps opposite Alexander's Bridge. About 200 of Forrest's Cavalry moved with Buckner.

It was Bragg's intention to move Buckner and Forrest from Ringgold and



H. S. Minty
Major General

Leeds at 3 o'clock the morning of the 18th and sweeping away all opposition cross Reed's Bridge by 8 a. m., at which hour Hood was to cross Alexander's Bridge, the combined force to seize the Chattanooga and LaFayette road north of Lee & Gordon's Mills and attack Crittenden's left at Vineyard house, while Polk crossing at Dalton's ford and at the mills attacked him in front and thus to crush him before noon, then to turn to Thomas, overwhelm him by a left front and right assault from the whole army before night, leaving McCook forty miles away to be dealt with at leisure.

Minty's Brigade consisting of the 4th Michigan Cavalry, 2nd Indiana Cavalry, 3rd Kentucky Cavalry, and the 7th Pennsylvania Cavalry, was encamped at Reed's Bridge. During the night of the 17th Minty had sent almost hourly dispatches to Crittenden that train after train of Confederates was arriving from the South—the only reply received by him was "The Confederate army is re-

treating and are trying to get away some of their abandoned stores; they have nothing but dismounted cavalry in your front."

Being fully convinced of the correctness of his information, Minty had his men aroused before daylight of the 18th, horses and men fed, and at daylight horses saddled, artillery harnessed and baggage loaded up. At 5 a. m. he sent one hundred men of the 4th United States towards Leed's and one hundred from the 4th Michigan and the 7th Pennsylvania towards Ringgold. At 6 a. m. couriers arrived from both stating the enemy was advancing in force. He then, after strengthening his pickets, moved the 4th United States and 4th Michigan and a section of artillery about a mile and a half east of a ridge overlooking Pea Vine Valley; dispatching couriers at the same time to General Granger at Rossville, Col. Wilder at Alexander's Bridge, General Wood commanding the left of Crittenden's Corps at the mills, and to General Crittenden at Crawford Springs. In the meantime the Confederate infantry in strong force, with cavalry flankers, advanced steadily to the foot of Pea Pine Valley, driving the skirmishers back. While employed in contesting the advance of the infantry General Minty noticed a column of infantry miles in length moving toward the ford. He sent a courier to Col. Wilder asking him to send a force to the ford to cover his left, and being pressed in front and on left flank fell back to a position immediately covering Reed's Bridge. The brigade now being together Minty ordered an advance and drove the enemy over the ridge and back into Pea Vine Valley. The Confederates formed a line, crescent shaped, reaching from the creek above Dyre's ford across the ridge into Pea Pine Valley, numbering between seven and ten thousand men, and advancing drove the brigade back toward the bridge which after hard fighting it crossed.

Minty soon after crossing sent Capt. Vale with wagon train and guard with instructions to select ground where stand

could be made, and report to him. About half past four, p. m., he received from Capt. Vale the following dispatch, "Col. Wilder has fallen back from Alexander's bridge—he is retreating toward Gordon's mills and the enemy is crossing the river at all points in force." Minty fell back, making a stand of one hour at Jackson Saw Mill, and finally joined the left division of Crittenden's force at Lee & Gordon's Mills.

Without waiting to report, Minty dismounted his men and formed line on the right of Col. Wilder's brigade extending the line from Chickamauga to the vineyard house on the Chattanooga road. He then reported to Gen. Crittenden near Gordon's Mills when he found Gen. Thos. Wood in Command. Gen. Wood looked up and said, "Colonel, I have just reported to Gen. Rosecrans that your brigade was cut off and captured." Col. Minty said, "What grounds have you for making such a report General? My brigade is now covering your position."

Gen. Wood added a postscript to his dispatch, stating that "Minty's Brigade had just come in."

Minty had for two days been doing his best to convince Gen. Crittenden that Bragg's Army was practically massed in front of the Union Army's left rear, and that he was reinforced by Longstreet from the Army of Virginia, but had been scoffed and jeered at for his pains.

Crittenden in denying the correctness, of Minty's information had said to General Rosecrans, "General, I can whip every Confederate within twenty miles of us with my on corps."

General Wood, as well as the other officers of the corps, shared Crittenden's disbelief in the presence of the enemy. An illustration of this is shown in the visit of Capt. Vale, who, under instructions of Col. Minty, about dark reported to General Crittenden's headquarters to advise him of the near approach of the Confederate army, no reply having been received to his numerous communications during the day. The Captain found Crittenden in company of Gen-

eral Wood and Colonel Wilder at the vineyard house in the Chattanooga road and delivered his message. Crittenden asked in reply, "Who is that coming?" "What have you been fighting out there?" The Captain replied, "Buckner's Corps, Hood's Division of Infantry and Artillery and some of Forrest's Cavalry." Crittenden scoffed at the idea and said, "Wilder here has come in with the same outlandish story. There is nothing in this country except Pegram's dismounted and Forrest's mounted Cavalry with a few pieces of artillery. They have been firing at me all day, but could not cross the creek." About that time Col. Minty rode up and reported and Crittenden said, "Well, Wood, as Wilder has been chased in from Alexander's and Minty from Reed's bridge, I suppose we will have to get ready for a little brush."

Wood ordering a brigade of infantry to follow moved to the line where Wilder's and Minty's men were already skirmishing. Wood said, "Well, Wilder where is the enemy?" Wilder answered, "Ride forward General ten paces and you will see for yourself." Just then the infantry brigade came up and filing past Wilder's left formed in front and as it passed, Gen. Crittenden added as a supplement to Gen. Wood's order addressing the Colonel commanding it, but with a grimace toward Wilder, "And Colonel we expect to have a *good report from you.*"

Wood laughed cheerfully at the implied compliment, Wilder swore in an undertone and Minty gritted his teeth.

The brigade had advanced a few paces beyond the skirmish line when it was assailed with a tremendous discharge of musketry in front and on both flanks, and breaking in pieces, rushed back over Wilder's and Minty's men in utter rout and disorganized panic. Wilder turned to Crittenden and addressing Minty with grim humor said, "well, Colonel Minty, the General has got his *report.*" General Wood exclaimed, "By Gad they are here!"

The Brigades of Minty and Wilder held their positions against a continuous



MAJOR GENERAL DAVID S. STANLEY, COMMANDER IN CHIEF, DEPARTMENT OF CAVALRY, ARMY OF THE CUMBERLAND (CENTER).
COLONEL JOSIAH B. PARK, CHIEF OF STAFF AND INSPECTOR GENERAL, OF CAVALRY, ARMY OF THE CUMBERLAND, AT
THE LEFT OF GENERAL STANLEY (SITTING). CAPTAIN SAM M. FORDYCE, STAFF OFFICER
(STANDING BETWEEN GENERAL STANLEY AND COLONEL PARK).

and well sustained fire for two hours, and in fact, until relieved at four o'clock the morning of the 19th. For this repulse at dark the report read, "Wood repulsed a feeble attack of the Confederates on the evening of the 18th."

Brevet Major General Emerson Opdyke, U. S. V., says in volume 3, *Battles & Leaders of the Civil War*, by Johnson & Buell—page 688:

"Rosecrans halted at the Western base of the Cumberland Mountains August 16th, 1863, and between him and Halleck the question of delay was renewed with spirit. Rosecrans justly urged that before crossing the Tennessee River his right and rear ought to be protected by the part of our army made idle by the surrender of Vicksburg, because the enemies superiority in cavalry forced him constantly to weaken his line of battle to protect the long line over which supplies were brought to him. This sound view did not prevail"—and again "Up to the 9th of September—the day Rosecrans reached Chattanooga—his plans and movements had been brilliant and faultless. Halleck himself deceived, misled Rosecrans who judged that his present work was to pursue an alarmed adversary, and accordingly ordered Crittenden's corps to seek the enemy in the direction of Ringgold, thus still further separating his army."

History of the Southern Rebellion, by Orville J. Victor. Volume 4, Page 153:

"Not the least singular features of the General in Chief's (Halleck) conduct of his office was ignorance regarding the enemy's movements against Rosecrans. This will appear from the following orders and what follows:

Major General Foster, Headquarters of the Army, Fortress Monroe, (Washington, D. C., September 14th, 1863): Information received here indicates that part of Lee's forces have gone to Petersburg. There are various suppositions to this. Some think it is intended to put down the Union feeling in North Carolina, others to make an attempt to capture Norfolk, others again to threaten Norfolk, so as to compel us to land reinforcements there from the Army of

the Potomac, and then to move rapidly against Meade. Such was the plan last Spring when Longstreet invested Suffolk. It will be well to strengthen Norfolk as much as possible and to closely watch the enemies' movements. I think he will soon strike a blow somewhere.

H. W. Halleck,
Com. in Chief.

Headquarters of the Army.
Washington, D. C., Sept. 14th, 1863.
To Major General Hurlbert,
Memphis, Tenn.

There are good reasons why troops should be sent to assist Gen. Rosecrans' right with all possible dispatch. Communicate with Sherman to assist you and hurry forward re-enforcements as previously directed.

H. W. Halleck,
Gen. in Chief.

Headquarters of the Army.
Washington, D. C., Sept. 14th, 1863.
To Major General Burnside,
Knoxville, Tenn.

There are several reasons why you should re-enforce Rosecrans with all possible dispatch. It is believed that the enemy will concentrate to give him battle. You must be there to help him.

H. W. Halleck,
Gen. in Chief.

And yet Halleck telegraphed the next day (Sept. 15th) to Rosecrans that *no troops had gone from Lee's Army to re-enforce Bragg*.

Rosecrans in his testimony before the Investigating Committee assumed that General Peck, commanding at Suffolk, knew of Longstreet's detachment, for service elsewhere as early as Sept. 6th, and this further statement was added: "Col. Jacques (73rd Illinois) endeavored to communicate the fact that Longstreet's corps was going to join Bragg to the authorities at Washington so long before the battle that he was able to wait ten days in vain in Baltimore for a hearing and then to reach us and take part in the Battle of Chickamauga."

It is impossible for the historian to reconcile such discrepancies, and the reader is left to make his own inferences in the premises. One thing is cer-

tain—Bragg was powerfully reinforced and Rosecrans was *not* sustained.”

In 1864, Col. Park was Post Commander and Superintendent of Fortifications at Franklin, Tenn. One of his characteristic reports which indicates his decision and confidence, follows:

Nashville, Oct. 1, 1864, 10:15 p. m.
Major General Rosseau,
Tullohoma, Tenn.

The following dispatch just received from Franklin:

“As sure as you live, Forrest, at Springhill, at 3 this p. m. General Lyon is with him. This you can rely on. I have good information Roddey was at Huntsville this a. m.; said to have 15,000 men and twenty-three pieces of artillery. I cannot get a piece of artillery on Roper’s Knob without machinery. Shall I do it? You need have no fears of our being taken. He will not catch me napping, and I have full confidence I can whip any force that may come.

(Signed) J. B. Park,
Lieutenant-Colonel Commanding.”

I sent down to Franklin this evening two 3-inch Parrotts and 400 rounds of ammunition. Shall any guns go on Roper’s Knob, or shall all go in the large fort?

B. H. Polk,
Major and Ass’t Adj. General.

The Fourth Michigan Cavalry regiment frequently distinguished itself to the end of the war, its record culminating in the capture of Jefferson Davis, President of the Confederacy, at Irwinsville, Ga., on May 9, 1865.

There were captured with President Davis, John H. Reagan, Postmaster General of the Confederacy, together with Colonels Johnson and Lubbock, aid-de-camps, Burton N. Harrison, Private Secretary to President Davis, and a number of other officers, together with the family of Mr. Davis.

A Confederate paper, the Memphis-Atlanta Appeal, published at this time in Macon, Ga., in September, 1864, pays its compliments to the Fourth Michigan Cavalry, the Fourth United States and the Seventh Pennsylvania in a saber charge under Colonel Minty, at Love-

joy, Ga., on August 20th, 1864, as follows:

... “The newspapers have lately been full of accounts of how Martin’s division of cavalry was ‘run over’ by the Yankees at Lovejoy, on the 20th ult. The writer was on the field on that occasion, and, in justice to the much-abused cavalry, states the facts in the matter: Martin’s division, supporting the battery, was formed on the McDonough road. Ross’ and Ferguson’s commands, on foot, were in front and on each side of the battery, behind rail breast-works. A brigade of Cleburne’s division was on the left of the road, in three lines, the last one in a piece of woods, about one hundred yards in rear of the position of the battery. On the right of the road (east side) the State troops were formed in line. When the Yankees charged, they came in a solid column, ten or twelve lines deep, running their horses, and yelling like devils. They didn’t stop to fire or attempt to keep any kind of order or formation, but, each fellow for himself, rushed on, swinging his saber over his head. They rode right over Ross’ and Ferguson’s men in the centers and over and through Cleburne’s lines, one after the other, on the left. Cleburne’s first line, they say,



GRANDDUKE ALEXIS,
Admiral of the Russian Navy.

tried to use their bayonets, but the Yankees cut them to pieces. After the Yankees had cut through all the other forces and captured the battery, Martin, seeing the field was lost, retreated in good order to the east and joined Cleburne's main body, and aided in the final defeat of the enemy on the McDonough road that evening, and pursued them to and through McDonough that night, recapturing nearly five hundred of our men, which they took in the charge. The effort to arouse the people against Martin and his brave division is more disgraceful and demoralizing than the Yankees' 'charge' itself, and should be frowned upon by all who wish well to our cause."

Soon after the close of the war, Colonel Park moved to Omaha, Nebraska. Major General Grenville M. Dodge, Chief Engineer of the Union Pacific Railroad, appointed him as one of his agents in the sale of the Union Pacific land grant lands. Until his death in 1873, Colonel Park was employed in United States Government surveys in the West. The Sioux Indians were very much opposed to this work, as they well understood it was a forerunner of the settlement by the whites of their favorite hunting ground. They massacred several of the surveying parties and drove others from the work. Colonel Park's military experience saved his party from the same fate; a number of skirmishes occurred. Finally Colonel Park out-generaled and captured a band under Chief Whistler, entirely disarming them, although they outnumbered his party four or five times. Thereafter he commanded their respect and was not further molested.

The Grand Duke Alexis was the guest of the Government on a Buffalo hunt on the Republican River, in the fall of 1872. The party started from the United States Military Post at North Platte, Neb. Many prominent army officers accompanied him, including General P. H. Sheridan, and General Custer. During a reception, Colonel Park was presented to the Grand Duke. General Sheridan threw his



COLONEL WILLIAM F. CODY,
Popularly Known as "Buffalo Bill".

arms around him, exclaiming: "Stone River, Colonel, Stone River!"

Colonel Park was the only American present who approached the Grand Duke in height and build. He was much interested in making comparison and seemed gratified that he was slightly taller.

W. F. Cody (Buffalo Bill) guided the party to a good hunting ground and arranged at some considerable personal risk to bring Spotted Tail and a band of Sioux who were hunting some distance away, to the camp. The Grand Duke was much interested in their habits, many of their characteristics being displayed to him.

Even a Western newspaper can sometimes become too vitriolic. An unprovoked personal attack upon the character of John Marston, the Master Mechanic of the Union Pacific, at North Platte, by Seth Mobley, editor of the local newspaper, was bitterly resented by the railroad men. A night or two thereafter a mob collected, with the deter-

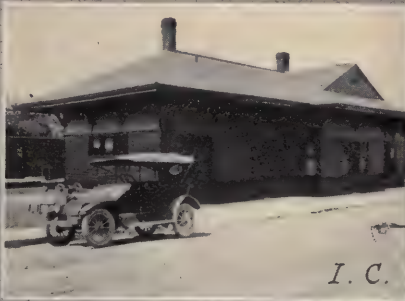
mination of wrecking the newspaper office and doing bodily harm to the editor. Colonel Park came to the rescue of the besieged and much frightened Mobley and his wife. He confronted the vigilants and in a speech delivered in front of the newspaper office induced them to disband, through a promise to himself purchase the plant, if the owners would and were permitted to leave the town, which was agreed to.

The name and address of the paper was changed and for several years, until just prior to his death, Colonel Park published the Lincoln County Advertiser. True to its name, it was used largely to promote the interests of the New West. Colonel Park succeeded in bringing out a number of colonies from New York, Michigan, and other states.

He was, unquestionably, the first individual to bring alfalfa into the county, having purchased a large quantity

of the seed and planting it on his ranch at North Platte, in 1870. He also incorporated at this time and built the first irrigation ditch in Nebraska, or east of the Rocky mountains. In his newspaper he advocated the culture of sugar beets, bringing from France the first seed into that territory. He predicted that irrigation, alfalfa and the sugar beet would become exceedingly profitable in the West, a prediction that has exceeded his greatest expectation.

Colonel Park had been badly wounded at Winchester, Va. He was shot by sharpshooters through the shoulder, in the side and through the foot, his horse having been shot from under him. The wounds were all on the left side, eventually producing paralysis causing his untimely death at 42 years of age. He left surviving him one son, Wm. L. Park, now Vice-President of the Illinois Central Railroad.



I. C.



Stations



Flour



Mills

PUBLIC OPINION



What the

World thinks

Efficiency of Railroad Operation

By Samuel O. Dunn, Editor of the Railway Age Gazette

It is the irony of fate that the managements of the railways of the United States should have been subjected to criticism for alleged inefficiency at the very time when they have been giving the most splendid demonstration of efficiency in the history of transportation. It is not exaggerating, but speaking the words of truth and soberness, to say that the courage and efficiency displayed by their managements, in meeting and triumphing over the unfavorable conditions with which they have had to deal during the last ten years, have never been exceeded in industrial history.

Many abuses have existed and many offenses have been committed on our railways; but we should begin to recognize and emphasize the fact that the shortcomings of their managements have been far more than compensated for by their constructive achievements. Consider briefly the circumstances in which their officers have had to do their work during the last ten years. In August, 1906, the Hepburn act went into effect, giving the Interstate Commerce Commission increased authority over rate-making and accounting and over some features of operation. Maximum freight rate laws, 2-cent fare laws, acts prescribing the number of hours that employees might be kept at work, the number of them there should be in train crews, etc., were poured forth in all parts of the country. There was a perfect cloudburst of regulatory laws and orders. There was one

great and successful movement after another by railway employees for increases in their wages. There were demands for new and improved facilities—for steel cars, the elimination of grade crossings, the installation of block signals, and so on—which caused heavy additions to the investment demanding that a return be paid on it.

Let us see what was the effect of certain of the more important changes which occurred during this period on earnings and expenses. The average freight rate per ton per mile was reduced from 7.48 mills in 1906 to 7.33 mills in 1914, and the average passenger rate from 2.003 cents to 1.982. That cost the railways \$50,800,000 a year; and it includes nothing for the reduction of express and mail rates.

The taxes the roads had to pay were increased from 3.2 per cent to 4.6 per cent of their total earnings. This increase in the rate of taxation made the total taxes paid in the year 1914, \$42,650,000 greater than they would have been if this increase in the rate of taxation had not occurred. The average compensation of a railway employee in 1914 was \$218 greater than in 1906, which makes a total of \$369,600,000 more than it would have been on the basis of the average wages paid in 1906. These reductions in rates and increases in taxes and wages between 1906 and 1914 made a total increase in the annual burden, direct and indirect, that the

managements had to carry of \$462,902,-000. In 1906 it took 69 cents out of every dollar earned to pay operating expenses and taxes. In 1914 it took 77 cents out of every dollar earned to pay operating expenses and taxes. If none of these changes in rates, taxes and wages had occurred, and the roads had been managed and operated otherwise just as they were, their net operating income in 1914 would have been \$1,168,-900,000 instead of only \$706,000,000, and it would have required only 61 cents out of each dollar earned to pay expenses and taxes, as compared with 69 cents, the outlay per dollar of earnings for operating expenses and taxes in 1906, and 77 cents, the actual outlay for these purposes in 1914.

These data are a striking vindication of the efficiency of the management of our railways. They show clearly that the roads were constantly being operated more and more economically, but that much faster than they could save money it was being taken from them. They also show that it was the rate-regulating authorities, the tax gatherers and the employees who were taking it. Let us hope that the time will come when those who serve the railways, and through them the public, so well as do the International Railway Fuel Association and its members, will have their work better appreciated by the public, and will not see the results of it constantly swept away chiefly to benefit classes of persons connected with the railways who constantly strive to prevent increases in the efficiency of operation or other classes of persons who are not connected with the roads at all.—*Railway Age Gazette*.

WILL WAGE WAR ON SHYSTER LAWYERS

Mississippi Bar Association Decides to Purge Profession of Unworthy Members—The Plan of Procedure Adopted by Body

The Mississippi Bar Association is going to wage a relentless war on the shyster lawyers.

Spurred by the vigorous campaign that has been editorially waged by the Daily News during the past year against ambulance chasers and fee-grabbers, the association has decided to give its membership a thorough purging, and the unworthy practitioners will be barred.

This decision was reached at the recent annual convention in Laurel when the president was instructed to appoint a special committee on grievances to wage prosecutions against members where charges of unprofessional conduct are preferred.

The committee also has power to originate prosecutions and it is stated by several of the leading members of the profession that several procedures are contemplated for the near future.

This action, closely following the enactment by the Legislature of a statute creating a State Board of Legal Examiners, will make it more difficult for the shyster to ply his nefarious trade.

At the Laurel meeting the following resolution submitted by a committee was adopted:

"Your committee to which was referred the report of the committee on Grievances, having considered the same, beg leave to report as follows:

"They concur entirely in the recommendations of the report and present the following suggestions as remedy for the grievances therein mentioned:

"First. That a committee of not less than three nor more than five shall be immediately appointed by the chair, to be known as a Prosecuting Committee; which committee, upon being advised by the chairman of the committee on Grievances of any complaint against any lawyer resident in the State of Mississippi charging said lawyer with unprofessional conduct, shall immediately investigate the complaint against the said lawyer, and if in their judgment the complaint is well founded, then it shall be the duty of the committee to proceed to the residence of said attorney and to institute proceedings against the said attorney to disbar him.

"Second. In case any member of the committee appointed shall certify either to the president of the association or to the chairman of the committee that it is impossible for him to attend the meeting called for the purpose of proceeding to disbar said attorney against whom charges may be preferred, then the president of this association is authorized to appoint another or other members to take the place temporarily of those who shall certify that they are unable to attend.

"Third. The actual traveling expenses of said committee and any other actual and necessary expenses incurred by them, shall be paid out of the funds of the association upon a warrant drawn as provided by the law of the association.

"Your committee does not believe that any additional legislation is necessary by the Legislature in order to correct the evils complained of, for the reason that the code now contains specific authority for the disbarment of any attorney, and therefore does not recommend any further legislation."—Jackson, Miss., Daily News, May 14th, 1916.

AGAINST "HOPPING" TRAINS

Cobden Marshal Ordered to Arrest Every Offender Caught in That City

SOME of the Anna boys who have made a practice of hopping trains and going to Cobden most every afternoon will have to watch the Cobden marshal hereafter. It seems a very good plan to save the boys' lives against their will.

The following article we clip from this week's issue of the *Cobden Sentinel*. It may save some of you boys a fine. You may actually care more for a dollar than a climb.

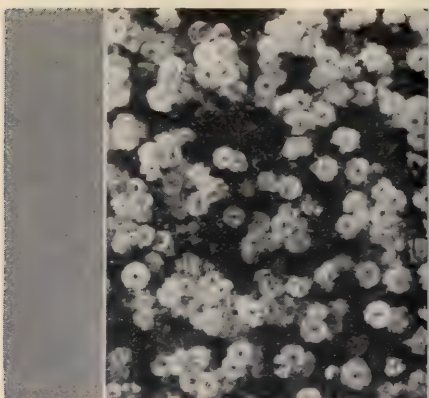
The Town Board has decided that they will do all in their power to preserve the lives and limbs of the coming

generation by taking all the necessary steps toward the elimination of one of the greatest evils of the present time in Southern Illinois. M. A. Lowry, the Marshal has been instructed to arrest every person he sees, or has proof of, of jumping on or off trains. We are strongly in favor of this movement and we hope that the public, whether they have children who are apt to be killed or crippled for life, will assist in every way they can toward the abatement of this practice. Tell the proper authorities when you see any of the boys jumping on the trains, and also if it is your child, see that you make him understand that if he does these things that he must stand punishment for them the same as some other boy. Let's all work and do what we can to stop this train jumping before the boys get killed or injured. You know the old saying about an ounce of prevention.

Last Sunday Mr. Lowry picked up three boys from Carbondale and three from Makanda for jumping off trains in Cobden and has already arrested five Cobden boys and one from Mounds.—*Cobden Sentinel*.

EDITORIAL

On Monday the Illinois Central put on a through solid steel train for its through service between Chicago and Sioux Falls on both the 8:42 train and the 5 o'clock train going east. It consists of a combination steel mail and baggage car, a day coach, a cafe car, where meals and lunches are served, and the latest type of Pullman sleeping car. This is one of the most nifty trains in service on this trans-continental route, and in caring for the convenience and safety of the patrons of the Illinois Central is not excelled by any railroad. The patrons of this road in Rock Rapids and vicinity will note with pleasure this improvement and when going east will no doubt take the train which insures them safety and comfort.—The Rock Rapids Review, Thursday, May 11, 1916.



Hopkinsville and Christian Co., Kentucky.

*"Where business is a pleasure and life
worth while."*

A Foreword in Four Words About Hopkinsville

By George E. Gary

THERE is no law—State or Federal—nor is there one in the great spiritual code, that says "thou shalt not exaggerate the attractions and advantages of thy home city."

Hence the "boost writer" says to himself, "go to it, they can't do anything to you, and if you overslop just a wee bit, it's in a good cause."

In consequence whereof such articles are apt to be a compound of three-fourths gross exaggeration and twenty-five percent plain unalloyed lie.

For many reasons the writer of this chooses the straight and narrow path of truth in what he shall here depose, two of which reasons are given:

First: His given name is George.

Second: The truth about Hopkinsville is stranger and more attractive than any fiction that could be framed up.

Consequently, these facts about our city, presented in this magazine, have no frills of the imagination adorning them.

If the hundreds of thousands whose eye they reach could spend one hour in our little city these pages would be useless.

Hopkinsville weaves a sort of spell about every visitor, more potent than words, either written or oral; makes a man wonder at his misfortune and his blindness that thus much of his life and effort have been wasted elsewhere. It strikes a beholder like a wholesome, healthful, beautiful girl, resulting in love at first sight and fetters that bind just as surely.

When the master builder of universes had in the course of work painted a setting sun in the West and a rainbow in the East, he gave the finishing touches to the tint of a maiden's cheek, and the shade and slant to her eyebrow, and while his hand was in at that sort of thing, he did the landscape gardening for Christian County, Kentucky, and made the setting for the future city of Hopkinsville.

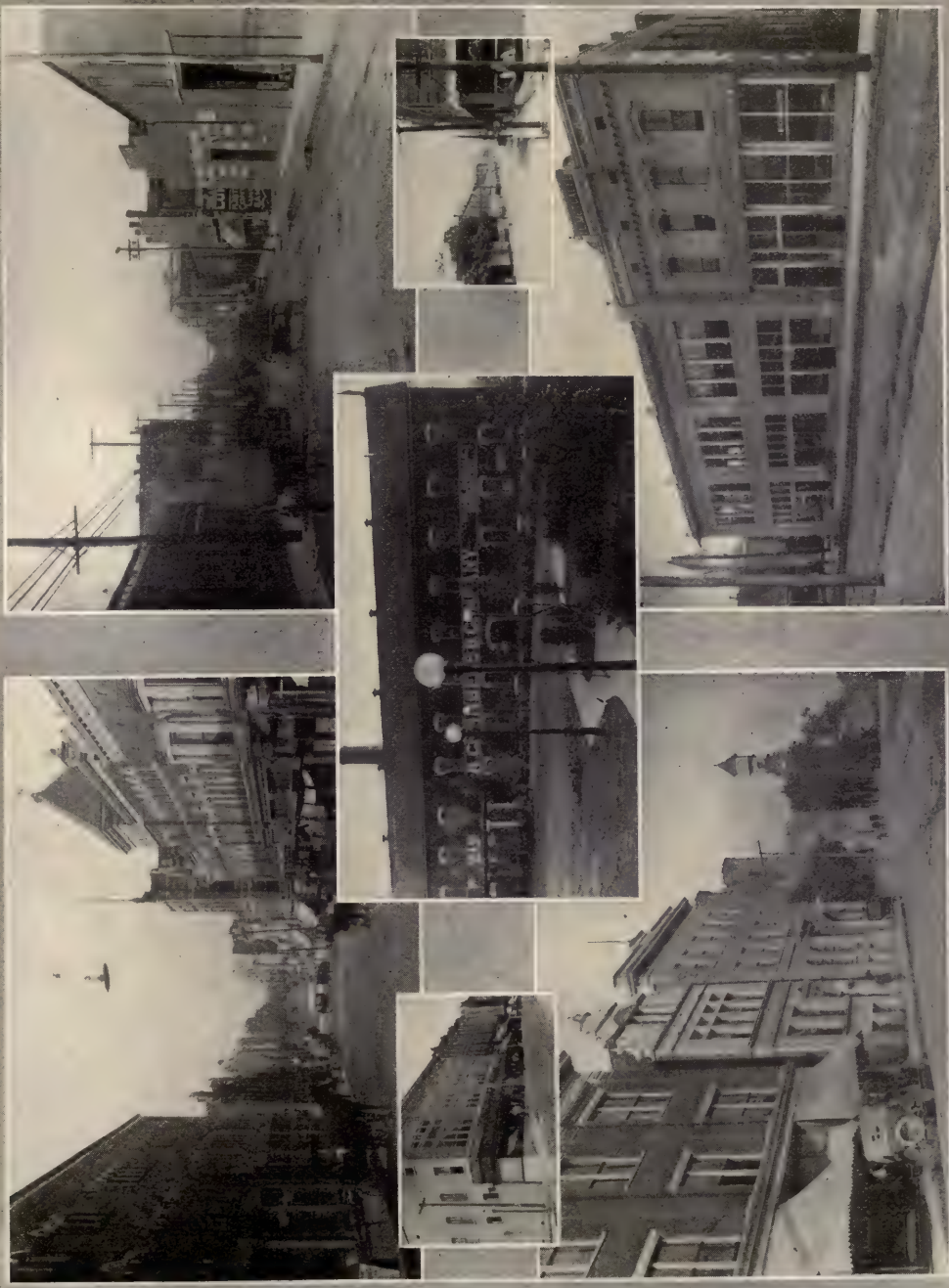
Now Hopkinsville is not that old—just a little over a centenarian. She is the County seat of Christian County, which was one of the original seven counties of Kentucky.

Jeff Davis was born in Christian County, eight miles East. That portion of the county afterwards became Todd County.

Addison Cammack and Jno. C. Latham, prominent figures on Wall Street of the past generation, Vice-President of the U. S. Adlai Stevenson, and some prominent officials of the Illinois Central Railroad, first saw light within her borders.

Some of the best blood of Virginia and the Carolinas coursed through the veins of her original settlers, a hardy, sturdy stock whose descendants are generally all still here, because there was no better place to go.

Hence a better people can nowhere be found. But they have been planters rather than manufacturers. The richness of the soil has held these men closely to the farm, and while Christian County is now the most talked of county of the state of Kentucky,



BUSINESS SECTION—HOPKINSVILLE, KY.

producing as she does twelve million pounds of tobacco; one million bushels each of wheat and corn; is the home of the Pennyroyal Fair; all tending to make of Hopkinsville a most prosperous city, yet it has not, for the above reasons, made the strides in manufactures that the county has in agriculture.

Not that we are lacking even in this respect, boasting as we do in this immediate vicinity flour mills grinding out 25,000 bbls. of flour daily; a great wagon plant—the MOGUL—with a capacity of 18,000 wagons; vast tobacco houses handling thirty million pounds; cigar factories; big ice plants; saw mills; sash and door factory; bottling and brick making plants, etc., yet we are not satisfied with our manufacturing record.

WE WANT MORE FACTORIES—we should have more factories.

The Illinois Central, the Tennessee Central and the L. & N. R. R. all help to make of Hopkinsville a most attractive point for new manufacturing enterprises, and they are coming.

The close alliance between county and city, the excellent educational advantages, healthfulness and beauty of location, our handsome homes and churches and high schools, our splendid streets and pavements, the high character of our citizenship, all appeal eloquently to the homeseeker as well as the manufacturer. Two hundred and fifteen miles of Christian County pikes already radiate out from our city and a \$400,000.00 bond issue has just been voted for building additional macadam roads.

Past running brooks and grassy slopes,
Past blooded cattle on a thousand hills,
Past cozy farm houses embedded in ancestral trees,
Past school and church and fields of waving grain,
Past the rich green leafage of the tobacco patch,
Past the towering silo and the dairy barns,
Past green pastures with their mettlesome horses,

Past blossoming orchards rich with promise of fruit.

While everywhere bees and birds, with hum and song,

Vie each with each to add his quota to the world's melody.

That great trunk line, the I. C. Railroad Company, recognizing the importance, present and future of Hopkinsville, built in to our city a decade and a half ago and the volume of traffic has fully vindicated the wisdom of that policy. A traffic agreement with the T. C. Railroad Company virtually makes of the I. C. Railroad another through trunk line. Its attitude toward Hopkinsville has been most considerate and generous, and has been fully appreciated as shown in the reciprocal relations existing between it and our flourishing city. The good seed sown a dozen years ago when the I. C., collaborating with the U. S. government, ran a Good Roads Special train into our city, bringing the government officials here and organizing a Good Roads Association, brought forth fruitage in the recent voting of \$400,000.00 for turnpikes.

Signal honor was paid Hopkinsville and Christian County when the Year Book of the U. S. Department of Agriculture wrote an exhaustive and highly commendatory account of a visit paid her by a Government official, Mr. Jesse Jones, in 1915. This compliment has been paid to only one other county, Culpepper County, Va., and speaks volumes for the leading agricultural county of our state if not of the entire nation.

Hopkinsville was never afflicted by a spasmodic boom. Commercial hysteria does not consist with the character of her citizenship. A sturdy growth, leaving no weak spots to heal, no errors to retrieve, no lost motion to redeem, summarizes her past history, and presages a wonderful and abiding future development, whenever she shall receive that impetus as a manufacturing point that her railroad facilities, that the sterling character of her business men, and her moral and economic advantages fully warrant.

The Real Thing in Co-Operation

By Merriwether E. Bacon

ACCORDING to no less an authority than the United States Department of Agriculture, Christian County, Kentucky, is the banner co-operative county in this country. For this reason it has been singled out as the subject of a highly complimentary special article appearing in the department's Year Book for 1915. To secure the data for this article, Jesse M. Jones, one of the officials of the bureau of farm extension work, visited the county in person. This is the first time that such signal recognition

in the Year Book has ever been accorded the public spirit of a county.

In 1911, when the Hopkinsville Business Men's Association was organized, the motto selected was, "Develop the Resources We Now Have." Carrying out the spirit of this motto, the Hopkinsville Business Men's Association turned its attention to helping the farmers rather than trying to secure factories, the object of previous efforts but which had accomplished little in substantial results. In the winter of 1911-12

Post Office



Court House

*Hopkinsville
Ky.*

State Hospital



Hospital



Hotel Latham



it was decided to employ a county farm agent, this county's application being the first filed from the Blue Grass State. To file this, R. E. Cooper, one of the leading tobacco dealers and business men of Hopkinsville, made a trip to Washington.

Geoffrey Morgan was the farm agent assigned to the county, beginning his work in the spring of 1912. That he was the right man for the place was shown by the remarkable progress made in the two and one-half years he remained on the job. He found the county altogether receptive to him and the new ideas he advanced. He not only taught improved methods of agriculture but reached co-operation from the first, and it was not long until he began to get results. Farmers took a new view of their work and their responsibility one to another. The town people showed corresponding interest in the farmers and a willingness to help bring about better conditions. So the era of friendly feeling was begun.

Since then, it has continued unabated, and the harmony and community spirit pervading the entire county is the source of comment by everyone who comes in touch with it. As one speaker at a public meeting held in Hopkinsville last summer said: "You can't tell where Hopkinsville leaves off and the country begins." Another said: "Hopkinsville extends to the borders of Christian County and Christian County extends to the courthouse door in Hopkinsville." And this is true for town and country work together whole heartedly for mutual upbuilding and improvement. Neighboring counties freely admit the progressiveness of their sister county, and refer to the "Christian County Spirit" as something real and worthy of emulation.

The results obtained in improving the roads of the county show the steady growth of this co-operative spirit. In 1901 a \$75,000 bond issue was voted after a hard fight. With this money the then existing system of pikes, totalling about fifty miles, was bought, the toll gates torn down and travel made free to everybody. The good effects were so apparent that in 1907 a \$100,000 bond issue was carried with comparative ease and in 1910 still another \$27,000 issue was made. But so keen were the country people for macadam roads that they offered cash subscriptions, or to furnish teams, labor or material, in order to get their roads piked. With this additional help many more miles of pike were built than would otherwise have been possible. Yet, in time, all the money was gone, and as the county was then bonded to the limit allowed by law, there was no way to raise more. The annual road and bridge fund was approximately \$35,000, all of which was required to make repairs. But the people still kept clamoring for more pikes.

In this extremity, the county officials told the country people if they would help in the maintenance of the dirt roads, it would give

some money for building new pikes. The proposition was accepted generally. The officials arranged to furnish split log drags to every farmer who would agree to use it on a mile or more of road. Several hundred drags were taken by the farmers and used to great advantage. The business men of Hopkinsville helped create an interest by offering \$200 in prizes for the best mile of road made with a drag.

The people of the northwest part of the county were very anxious for ten miles of pike to be built on the Buttermilk road and to get it, they offered to keep in condition fifty miles of dirt road in that section. They were told that it would be impossible to build the ten miles at once but that two miles per year would be built for five years if the farmers would keep up the fifty miles of dirt road for the same period. The offer was accepted and the first two miles of pike were laid last year. Similar cases of co-operation in securing roads are to be found in nearly every section of the county.

Such methods are all right, but it is too slow to suit Christian County when anything better offers. So, when Kentucky's new road law, providing for state aid for the counties in their road building and raising the limit of bonded indebtedness from two to five per cent of the assessed value of property, went into effect, agitation for another bond issue was begun.

This time, the amount was placed at \$400,000 and the election was held on March 18th. The proposition carried by more than 3 to 1. With this money it is estimated the present two hundred and fifty miles of pike can all be reconstructed and about fifty miles of new pike built. This would carry all trunk line roads to the county limits and possibly take care of some of the more important cross roads, giving the county one of the finest systems of pike in Kentucky.

The improvement of the rural schools is another matter in which co-operation has produced great results. L. E. Foster, the present county superintendent, is a great believer in co-operation and he has encouraged active support of the schools among the people.

Like so many counties in Kentucky, Christian a few years ago, had a number of small, poorly constructed, unsanitary and badly equipped school houses. In urging the necessity for repairing some of these that would permit of it, and the building of new ones where the need was imperative, Superintendent Foster called attention to the fact that the county revenues would allow only about \$800 each for new buildings and proportionate amounts for repairs. He called on the patrons of the school districts to add to this by giving money and furnishing teams for hauling, labor and such material as they could. His advice was heeded to such an extent that really amazing results have been attained.

In 1914-15 eighteen school buildings were



Public
Schools
Huplansville Ky.



High School

erected and twenty-five were remodeled at a total cost of \$19,000. Of this amount, the patrons contributed \$5,000.

Perhaps the best of the new buildings is the one erected at Howell. This building and grounds complete cost \$3,500 of which the school district paid in money and labor \$2,000. But they have a high school that would do credit to any town. Further evidence of the whole-hearted interest of the people in the rural schools is shown by the fact that there are seventy-nine school improvement leagues or parent-teacher clubs in the county outside the towns or graded school districts. Also the school houses have come to be recognized as neighborhood gathering places where all sorts of meetings and social affairs are held.

There are eighteen active farmers' clubs in the county, one of which is composed entirely of negroes. Through these clubs, about 3,000 tons of fertilizer have been bought co-operatively at an average saving of \$3 per ton.

Notable work has been done in eradicating hog cholera by the administration of serum. In this work at least eleven veterinarians and farmers tendered their services to the county agent free of charge. The success attending this treatment is shown by the following figures: In 1912, before the administration of serum began, it is estimated \$225,000 worth of hogs were lost in the county. In 1913, serum was being used and \$150,000 worth of hogs died. In 1914-15, the loss had been cut to \$10,000.

Standardization of the cattle and poultry industries in the county has been undertaken in an enthusiastic manner under the leadership of the present county agent, A. M. Casey. A beef cattle association has been formed and the Polled Durham selected as the breed to be raised and it is rapidly being adopted. A dairy cattle association has been formed and the Jersey selected for it. One of the most promising movements ever inaugurated is the poultry association which has adopted the White Wyandotte chicken as the standard for the county. As the result of these organizations herds of cattle and flocks of chickens are being started under the new plan. All three are receiving the hearty support of the business men of the towns.

The success attained by the Pennyroyal fair is another thing which shows what town and country men can accomplish when they are united. This fair was organized in 1912, and has been so successful that it has been invited to join the circuit of state fairs. It is designed primarily to boost agriculture, live stock, poultry and allied branches of farm life.

The merchants are constantly doing something to show their interest in the farmers and their projects. A Good Roads Day was declared last summer and scores of business and professional men of Hopkinsville and the other towns went out on

the roads and with pick and shovel helped to put them in first class condition. Every time a road has been built in any neighborhood, the merchants have contributed to it liberally and have also given freely to prizes for Boys' Corn Clubs, Girls' Canning Clubs, etc. A poultry firm in Hopkinsville desired to encourage the raising of guineas and gave away 8,000 eggs to the farmers to get flocks started and then offered the highest market prices for the fowls. A bank has offered for the coming summer \$200 in prizes of \$5 each to the forty corn club boys who most faithfully follow the directions of the county agent in cultivating their corn crop. Another bank has offered to loan money without interest to any boy or girl who wishes to start a flock of White Wyandotte chickens this year and who hasn't the necessary funds. A flouring mill has this spring given away 1,000 White Wyandotte eggs. A big department store has for several years offered prizes to the women of the county for turkey raising.

Most of the stores of Hopkinsville have rest rooms for use of the people of the county and places where they may leave their bundles. The city has a public library which is open to the country people under the same conditions as the town people enjoy. There is a \$100,000 city high school to which country pupils are also admitted. Even politics is subordinated to the all important question of public welfare. In the recent bond issue election Democrats and Republicans went hand in hand in support of the proposition and worked day and night with no thought as to political advantage. Speakers generally went out in pairs, one Democrat and one Republican.

Last summer, Geoffrey Morgan, who had been promoted to the position of state agent, suggested that it would be a valuable experience for the farmers and farm agents of Central and Eastern Kentucky to go to Western Kentucky and see what was being done there. His proposition met with ready favor and in June the trip was made, Warren and Christian counties being visited for one day each by about two hundred men who made the trip on a special train. In Christian county one hundred automobiles, most of them owned by town people, were donated for the occasion and generally with the owner along in person, these machines spent the entire day carrying the visitors over the farming sections. The hotel bill of the visitors was paid, they were served an old time barbecue at the fair grounds at noon and an open air reception was given at one of the parks that night.

The three newspapers of the county are potent factors in advancing the general good. Their columns are always open to promoting any public cause.

Now, of course, the question will be asked,

"Does all of this pay?" To this Christian County can most emphatically answer, "Yes, indeed it does." And proof is to be had on every hand. In the first place, the farmers have gained a new vision of their opportunities. They are producing more per acre than they ever produced before. They are in many cases showing substantial savings in the cost of production by discarding old and wasteful methods and adopting new and scientific measures. They are conserving their lands as never before and are actually reclaiming some lands that had practically

lands has steadily advanced from \$20 to \$50 per acre a decade ago to \$50 to \$150 per acre now. And social conditions throughout the country have improved along with all these things and farm life is more attractive and profitable; consequently, fewer boys and girls are leaving the farms for the cities.

The town can also point to great benefits. First, the estimates of the United States census bureau of the gain in population at the end of the first five years since the last census was taken, show that Hopkinsville ranks second among Kentucky cities as



"PRINCE ALBERT"

Saddle, Harness, Trick and High School Pony Owned by Dr. G. P. Isbell, Hopkinsville, Ky.

been abandoned. They are diversifying crops and are turning from old staples that have been proved unprofitable to new products which offer greater returns. They are keeping in close touch with market conditions, in which they have the earnest aid of the merchants and are selling at opportune times and thus realize the best prices. And the better roads which they now have permit them to deliver their grain, tobacco or other produce at any time of the year, and thus get the advantage of the best prices. Now that the \$400,000 bond issue has been voted their advantages along this line will be greatly increased. The value of farm

showing the greatest per cent of increase. In 1910 the census figures gave the town a population of 9,419 and in 1915 it was 10,545. Only one town, Lexington, shows a greater per cent of gain. Equally favorable indications of good results are shown in the report of building operations, in which the record for a single year has been as high as \$1,000,000. In this respect, also, Hopkinsville's per cent of improvement, according to population, compares most favorably with any other town in the state. Bank clearings and deposits and general business have not only held their own but show a substantial increase year by year and the popularity of the

town as a trading center has been largely extended. Out of town and mail order business is at a minimum and the country people loyally support their home merchants. Town property has also advanced in value and has held steady at these advances.

So, naturally, both the business men and farmers are thoroughly convinced of the value of co-operation. And for the future still greater things are planned along this line. Right now the Hopkinsville Business Men's Association is formulating plans to assist the farmers more in marketing their

products profitably and will establish and maintain a bureau for this purpose; they expect to attend the farmers' club meetings and talk on subjects calculated to aid them and in many ways to show by their works that they want to be of real assistance to their country brethren. And the farmers are reciprocating by joining the H. B. M. A. and helping to administer the affairs of their chief city.

All of which portends still further advancement for Christian County.

Real Estate in Hopkinsville and Christian County

By T. J. McReynolds

DURING the period from 1900 to 1910 Hopkinsville showed a gain of thirty per cent in population according to the official census, which, with two exceptions, was the largest increase made in Kentucky. Since that time she has been growing at about the same rate, and for thrift, energy and enterprise the pride of the "Pennyrile" stands at the top.

Hopkinsville has never had a boom, but her growth has been continuous and healthy. Real estate values in the city have advanced in about the same ratio as our population and during the past ten years a number of additions have been added to the city and sold at reasonable prices, and in nearly every instance have been built up with nice modern homes.

When it comes to **REAL SURE ENOUGH VALUES** the farming lands in Christian County easily take first rank. The country around Hopkinsville is rich in soils that produce large crops of wheat, corn, tobacco, oats, barley, alfalfa, clover and timothy. Peaches, apples, pears and strawberries where properly cared for reach the acme of perfection on these lime stone soils. The farmers of the county are awakening to the possibilities of dairy and live stock farming, and today scores of herds of Herefords, Polled Durham, Black Angus, Holstein and Jerseys are producing beef and butter-fat which are making a nice profit to

the farmer. One of the most potent factors in building up the live stock industry of the county is the Pennyroyal Fair Association, which is held annually and attended by thousands of people from all over this section of the state. This, together with our Beef Cattle Association, Dairy Cattle Club, Poultry Club, Crop Improvement Association and Boys' Corn and Pig Club, all under the direction of our efficient county agent, have done much to stimulate an interest in stock and poultry raising. Christian County is one of the few counties where the United States Government has had a geological survey made showing all the different kind and types of soil, which is of great advantage to the farmer, as it enables him to find out very readily just what his land needs to make it produce the best.

It has often been said by competent judges of land from Illinois, Indiana and even other sections of our own state, that when you consider the quality of our land, the character of our improvements, our geographical location, the diversity of our crops, the abundance of cheap labor, our hundreds of miles of hard roads and good markets that we have the best values in land to be found on **EARTH**.

An investment in Christian County real estate at this time is sure to prove profitable, for this is truly the land of promise, peace and plenty.

Live Stock in Christian County

By S. L. Cowherd

CHRISTIAN COUNTY, through its amazing stride of co-operation, has justly won the reputation as one of the most progressive counties of the United States, and is so considered by the Extension Department of the Federal Government.

Our soils produce most luxuriantly all varieties of grasses and clovers, which so amply provide us with pasture and hay, such as red top, orchard grass, blue grass, sweet clover, white clover, crimson clover, alfalfa clover, and red clover. The latter two varieties are pretty sure crops, and large yielders,

therefore predominant. The northern portion of Christian County, which is pretty generally undulating, and the lands of a poor kind, is especially adapted to sheep raising, and offers great inducement to investors. It is safe to say that at the present prices for wool and mutton, thousands of acres of this land can be bought at a price that the profits of one year will easily pay for the land. It is also a good breeding territory for hogs and cattle, but it should have 100 sheep where it only has one now, and the time is not far distant when this land will be made most profitable in this manner.

South Christian is gently rolling, just enough to drain well, and is very fertile; capable of producing all crops that are needed for breeding and feeding live stock, and with the fast growing interest in these lines, I predict Christian will soon be one of the large live stock producing counties of our country.

Dairying

Dairying is growing profitable through the organization of the Christian County Dairymen's Association. The establishment of a first class creamery, a large branch of an out-of-town creamery, and two wholesale ice cream factories. Less than three years ago, with the exception of a small dairying interest, large enough to take care of the city trade, our people did not know that

milk and butter had a money value, and in most cases considered a "slam on dignity" to offer it for sale, but this sentiment has changed, and our people have discovered that the Jersey cow is their Friend; a credit maker; a debt payer; a land builder, and therefore, especially adapted more than any other one thing for the farmer with less than 200 acres of land. The dairy cow can and will surely return you a substantial profit. It is estimated that 4,000 cows are now being milked in the vicinity of Hopkinsville, and the numbers are increasing monthly, and you cannot find a dissatisfied man in the business. But listen—when God created Christian County He provided it with everything that a dairyman needs.

Beef Cattle

We have a Christian County Beef Breeders' Association, the object of which is manifold, such as agitating the interest in better beef cattle; standardizing as near as possible the breed, and I may say right here that the "Polled Durham" has been accepted by this county as the standard, and, that with the energy that will be injected by this association, and with the determined resolution to make this county famous as a Polled Durham county, it will only be a few years until Christian County's fame will spread over the land, and this will be the bright star in the Polled Durham world. Less than six years ago you could search the



county over and you could not find one dozen farms that were breeding, feeding or pasturing beef cattle. There was not enough beef cattle produced to feed the small city of Hopkinsville, and it was, therefore, necessary that our fresh meat markets be supplied by the packers or live stock shipped in for slaughter. But now things have changed. Our people are thinking, and today you will find a few cattle on most every farm, and many of them have large numbers, and a general desire prevails to increase as fast as it is practicable. Our people are making money on beef cattle, and it

many of the greatest breeding and show hogs before the public. It is my opinion that no other county in the United States offers so much breeding and quality in Duroc hogs as does Christian County breeders for the money. I could mention the names of many prominent show hogs but, no doubt, enough has been said on this subject.

Mules

On account of so many large farms, and this being doubly the largest wheat producing county, and the second largest tobacco producing county in the state of Kentucky,



"THE MAIN GUY"

Combined Saddle and Harness Stallion. Owned by Dr. G. P. Isbell, Hopkinsville, Ky.

is only in its infancy. We know of no better place to breed and feed beef cattle than in South Christian, and we are sure to grow.

Our people are becoming better judges of type and breeding, and the scrub and off kind must make room for better cattle, because our people are demanding it.

Hogs

As of all other breeds of live stock, we have had all the prevailing families, but of hogs the Duroc Jerseys predominate to such an extent that 90 per cent of all hogs bred in Christian County are red hogs, and, at the present time, we have a number of prominent breeders, and are justly entitled to the distinction of having within our borders

it necessitates a large number of heavy farm mules to do the heavy work, and hot weather following, I know of no other county that uses so many mules of good quality as does Christian County. There seems to exist a feeling of pride to outdo our neighbor by having a better set of mules to use on the farm than the neighbor does. The mule teams usually weigh from 2,200 to 3,200 pounds, and quite a bit of finish is demanded. It is not uncommon to find a set of farm mules that cost the owner on an average of \$500.00 the pair, and many instances \$550.00 to \$600.00. They prefer to buy a four to seven-year-old, and generally use them until they are about worn out, at which time

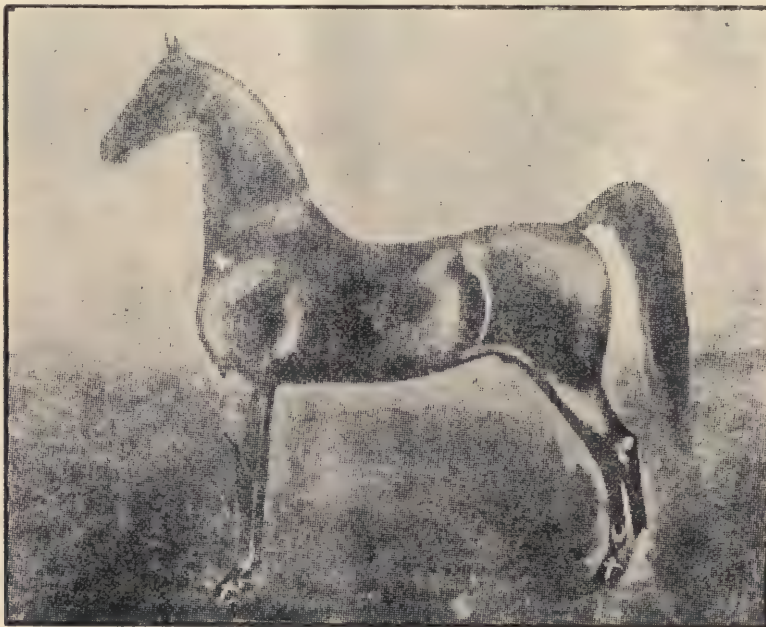


Residences, Hopkinsville Ky.



they are traded to a mule dealer for younger and more active ones, and then they find their way to a cheap trade or Jockeys. It is no doubt a mistake that our large farmers do not keep at least a pair of heavy brood mares to raise mules from to annually provide a fresh supply, and avoid the expense of buying high priced teams. I know of no farm, large or small, that can not find enough work for a brood mare to let her pay her board on the side, and make her foal as a profit. Farms of less than 200 acres can

These facts are realized by a few of Hopkinsville's business and professional men, and an organization was perfected by them for holding a poultry show in connection with the Pennyroyal Fair in 1913, knowing that a poultry show was the means of interesting the most people in pure bred poultry. Out of 840 entries at the first show a very small proportion were from the county, but in succeeding shows the increase was 40 per cent the second and 80 per cent the third year of the total number of birds



"THE JEW," SADDLE AND HARNESS STALLION, OWNED BY DR. G. P. ISBELL, HOPKINSVILLE, KY.

be successively run by the use of three mares to take the place of two mules, and I know when our farmers begin to think along this line, we will raise most of our own teams, and some to sell, instead of buying them. A few have already begun this plan and are now aware that it is a paying proposition. We have as good breeding jacks as you will find, and we should give these "long ears" a chance to show their ability.

POULTRY

By B. D. Hill

No county in Kentucky has more natural resources for the development of the poultry industry than Christian County. Pure water, lime and grit are abundant. The soil and climate produce all green foods and grains that are necessary, and the railroad facilities are the best to be had for quick transportation to the large markets.

shown. At the same time the number grew to 1,490 birds on exhibition.

In the fall of 1915 the Christian County Poultry Improvement Association was organized by the same men, with the addition of a number of others for the further improvement of poultry in the county. Their organization adopted the White Wyandottes as the standard fowl for the county, and secured the co-operation of the United States Department of Agriculture in the standardization plan.

With the aid of the fiscal court, the members of which are always on the progressive side of any movement for the betterment of conditions in the county, a demonstrator was employed to organize boys' and girls' poultry clubs, and at this time the membership of these clubs numbers 93, and they are all growing pure bred White Wyandottes.

The Acme Mills, a local concern, greatly assisted in the standardization of the poultry interests by a free distribution of White Wyandotte eggs to adult farmers. Several hundred eggs were bought through the Christian County Crop Improvement Association, so at the present time there has been distributed in the county about 4,000 pure bred White Wyandotte eggs.

Christian County now boasts of no less than 300 flocks of pure bred poultry, and through the co-operation of the interests above mentioned, this number will continue to increase until Christian County will become the foremost poultry producing county in the state, and Hopkinsville will be known

as the "CITY OF WHITE WYANDOTTES."

A few years ago the poultry industry at Hopkinsville amounted to only \$25,000.00; now the business totals a half million.

Christian County offers great opportunity for those who desire to engage in poultry raising. Near Hopkinsville land can be bought at a low price on long time. Dealers buy poultry and eggs at the farm doors, and give good prices. The Hopkinsville retail market is good, and poultry products find a ready sale. With this, and the wholesale dealers located here, thousands of dollars worth of poultry products will find a ready market through Hopkinsville.



The above illustration is a true representation of the Factory, Dry Sheds, and Lumber Yard of the Mogul Wagon Company, Inc. The plant is located on both Illinois Central and L. & N. Railroad tracks and covers fifteen acres of ground. The building proper is a two-story brick and of the most modern construction with total floor space of 85,000 square feet. It is equipped throughout with Automatic Sprinkling System, which makes it practically fireproof. They own and operate their own Electric Power and Lighting Plant, as all of their Machinery is driven by electricity. In each department they have installed the very latest and most up-to-date Machinery that is on the market for making wagons. With their present plant and equipment they have sufficient capacity to turn out annually from 12 to 15,000 complete wagons.

Agriculture

By A. M. Casey, County Agriculturist

CHRIStIAN COUNTY has continued to progress during the year 1915 and 1916 with unabated regularity. Outstanding features are the co-operative spirit manifested by the business men and the farmers, equalled nowhere in the state and hardly excelled anywhere; a \$400,000.00 bond issue voted on for the building of

better roads, almost 75 per cent of the voters being for the issue.

The fairness and justice of the citizens of this county are indeed worthy of note.

The business men of Hopkinsville and the farmers of South Christian, although paying most of the taxes paid in the county, unanimously decided that North Christian,

which section only pays about 20 per cent of the taxes, should have half of the amount of money obtained from the bond issue spent on roads in North Christian.

The business men of Hopkinsville are very much interested in the welfare of the farmers of the county, and particularly of the northern portion of the county, willing to give time and money toward any move for the upbuilding of that section. On the other hand, the farmers of the county take great pride in the "best town in Kentucky," believe in patronizing home trade, and are continually boosting Hopkinsville and her merchants.

The co-operative spirit shown by the farmers in organizing the Dairymen's Association, the Beef Cattle Breeder's Association, the Poultry Improvement Association, and adopting as the standard beef breed of cattle for the county "Polled Durham" and "Jersey" cattle for the dairy breeds, with "White Wyandottes" for the farm utility breed, these not being surpassed by any other county. Red hogs will be made the standard breed of hogs in due time.

The agriculture of the county is only partly developed; the best is yet to come.

North Christian will some day produce enough live stock to feed a population equal to that of the entire state's population at the present time. There are great possibilities in that section of the county, and when the farmers finally get in the habit of turning under more legumes and grazing more live stock, and keeping more lands in permanent pasture, there will be a great revolution in conditions now existing there.

South Christian is an ideal farming section, with its wonderful soil, that seems to be made of iron, it is so hard to impoverish, and with the methods now being used in the improvement of the soil through legumes, live stock and manure, it being a rare occurrence to find a farm without a manure spreader, the land in South Christian will double in value in the next fifteen years.

This section has the advantage over more rolling lands, in that there is practically no washed and eroded fields in the section south of Hopkinsville. The farmers are studying these conditions more and more every year, and are paying more attention every year to soil improvement.

A large percentage of the farmers are now

feeding cattle through the winter, putting them in the barn in December and feeding them until spring, getting fancy prices for their fattened bullocks after feeding them out of the silage. Hogs invariably follow the cattle, picking up the waste.

The farmers are taking up the standardization of Polled Durham, Jersey cattle and White Wyandottes, as has been stated before. A score of the farmers have produced bulls or heifers of the chosen breed, and more are awaiting an opportunity to do likewise. About 4,000 White Wyandotte eggs have been placed under hens or in incubators.

There is no better class of men to be found than those found on Christian County farms and in the towns of Christian County. The courtesy and hospitality of Christian County people is proverbial. They are "to the Manor born."

The United States Department of Agriculture has featured Christian County in the "1915 Year Book," as a model of co-operation, only one other county in the South being mentioned in the same connection.

There is a vast acreage of undeveloped lands in Christian County which can be bought at a nominal price.

These lands are susceptible of much improvement at little cost and can be made worth several times the present selling price.

North Christian Farmers Visit South Christian

The visit of North Christian farmers to Binns' mill was a great stunt.

County Agent A. M. Casey arranged the trip for the entertainment of North Christianites. The main object of this trip was to show the farmers what Mr. Binns had done with land similar to that of North Christian, through the agency of lime, phosphate and live stock farming.

Mr. Binns' land was practically worn out when he took hold of it. Now the land is in good tilth and fine state of cultivation. He is raising good crops and has fine fields of clover and alfalfa on his hillsides.

Mr. Casey is working out the details of other trips of a like nature for the near future. He says there is no land that can be brought up easier than Christian County land and wants all the farmers of the county to see results accomplished by some of the farmers as an object lesson.

Church Hill Mineral Well

Location.

The Church Hill Mineral Well is located on an eminence five and one-half miles southwest of Hopkinsville, on the Cox Mill Road, and one mile northeast of the village of Church Hill. It is an exceedingly healthy community, on the highest point in the vicinity, and surrounded on

all sides by a section of fine farming lands.

The well was bored in 1897, and is 105 feet deep, the first thirty feet being through clay, and the remainder through solid limestone. A very strong stream of mineral water was found at this depth and the water at once rose to a depth of sixty feet in the well, and has since so remained.



CHURCH HILL MINERAL WELL

The medicinal qualities of the water were soon appreciated by friends and neighbors and the water was distributed free of charge to all who cared for it. Many people were greatly benefited by its use.

In 1906 a specimen from the well was sent to the Experiment Station of Agriculture at Lexington, and an analysis procured, which showed the water to be of some medical value. In the early summer of 1913, and at the urgent request of many who had continued the usage of the water all along, another analysis was procured, this time showing the water to contain very decided medicinal properties, after which the same was placed on the market. The result of this latter analysis showed the water to be strongly impregnated with calcium sulphate, magnesium sulphate, so-

dium sulphate, iron sulphate and traces of sodium chloride, potassium and lithium. Immediate sale was found for the water in Hopkinsville and surrounding sections of the country, and by each and all it was pronounced of great value to them.

Since July, 1913, I have delivered many thousands of gallons of water to people in Hopkinsville. I have not delivered less than 300 to 500 gallons of water through the winter, and during the spring and summer months, very many more.

There are quite a number of people who tell me they have never had anything to do them so much good in relieving sour stomach and indigestion, and restoring lost appetite. There are several little children whose parents attribute the saving of their lives to the Mineral Water.

The leading doctors of both the city and county endorse and recommend the water.

Analysis

One gallon contains 398.4 grains of mineral matter (6.83 grams per liter), composed of calcium sulphate, magnesium sulphate, sodium sulphate and sulphate of iron (copperas). A small amount of sodium chloride and distinct traces of potassium and lithium sulphates, also traces of strontium and silica.

This is rather a strong chalybeate water.

S. D. Averitt, Chemist

Lexington, Ky.



Built by Meacham Contracting Company
Hopkinsville Ky.

Concrete viaduct 250 ft. long
near Nashville Tenn.



90 ft. concrete
arch over L. & N.R.R.
in Tennessee

Sindbad's Eighth Voyage—The Eight-Hour Day

By Blewett Lee

Address Delivered Before the Annual Meeting of Illinois Central Surgeons

Know, O my brothers, that after my seventh voyage I determined to go to sea no more, and my time was spent in enjoying pleasures.

But one day someone knocked on the door of my house and the doorkeeper opened, and a page entered and summoned me to the Caliph. I immediately went with him, and kissed the ground before the Prince of the Faithful, who said: "O Sindbad, I have an affair for thee to perform. Know then, that the transportation between Bagdad, the Abode of Peace, and Balsora is in great distress. The owners of the ships are receiving scanty return upon their investments or none at all. The building of ships has come to an end. Verily, O Sindbad, eighty-two of the ships are now in the hands of the Cadi, which is one-sixth of all, and for our sake thou wilt go forth this time and employ thy ship in the traffic between Bagdad and Balsora, for the need of the merchants is great." So I replied, "I hear and obey," being unable to oppose this command.

I was compelled to ship my crew upon the same terms as those of the other ships in the business, and the things which now happened to me were more wonderful than anything which occurred during my seven former voyages. Between Bagdad and Balsora, on account of the swiftness of the river, it was necessary to tie up the ship at night, and by the mercy of Allah, the all-compassionate, there were cities built along the way only ten hours apart going up stream, so that at the end of each day's work rest and refreshment could be found in them. There were no other places between Bagdad and Balsora where the ships could abide.

One-fifth of the men in my crew had joined themselves into four great Bands, along with the sailors of the other ships, and every time the ship went one hundred miles they were paid a day's wages, even though, on account of the swift current in the river, sometimes they would go down from one town to the other in five, four, or even three hours, and never in more than six or seven; nevertheless, each man received his pay as if he had worked all day; or, if by chance the ship should pass two towns, or even three, during the day, they each received two or three days' pay accordingly, although they had worked only one day.

Sometimes it was necessary, on account of business, to tie up the boat after only one or two hours, but nevertheless the men received pay for a full day's work, even if they had spent most of their time rejoicing with their friends in the city. I found that if a sailor spent a part of his time aloft and a part in the hold on the same day, he was paid for two days' work, and under the rules of the Bands, for doing some kinds of work or services he was paid twice, as if he had done two services instead of one. If a ship were compelled by bad weather or accident to return a part of the way, the sailors had to be paid for that particular distance three times, going, coming back, and going forward again, although it was all accomplished in a day's work. In case, by reason of fog or some other ship being in the way there was a delay in getting the ship into dock, although the sailors had not worked their full day, they were, notwithstanding, paid extra wages for the time lost in docking the ship, the same thing being true as to delay in getting started. If, on the way, a ship should encounter another ship in distress, so that it became necessary to stop and aid the injured boat, all of the time spent in aiding the unfortunate ship had to be paid for at a greater price. If the ship should stop at any point intermediate between the various cities to take on camels or goats, or put off bales of goods, extra wages had to be paid for the entire period that the ship was in the place, and if there were acrobats and dancing girls aboard the ship, and a stop was made in order that they might display their art, the sailors would be paid two whole days' wages every time the ship stopped, no matter how short a time it was, and if, while the acrobats and dancing girls were performing, the sailors were called upon to do any work, they were, in addition, paid extra for that. If a sailor was kept away from home longer than he expected, he was entitled to receive pay whether he worked or not. The rules for computing wages were very wonderful, and no one but a wizard could understand them all, but I learned that they were all made to secure more pay for doing the same or less work, and that any rule which brought this about was considered beautiful as an houri, however ill favored it might be otherwise.

On my ship there were four times as many rowers as there were sailors. The

rowers worked very hard, particularly going up the river, but they were only paid half as much as the sailors. I wondered greatly because of this, but the Master of the ship told me that it was because the rowers did not belong to the Bands. There were many servants at the towns along the river who labored at the docks and in the warehouses and brought supplies to the ship and repaired it. Some of them, indeed, were heavily burdened, but none of them received but half as much wages as the sailors. For that matter, neither did the people of the cities along the way, for, as the Master of the ship said, "No Moslem could expect to receive more than half the pay of a sailor, except by the special favor of Allah, the all-merciful."

The highest paid among the sailors worked only certain days in each month, and were accustomed to rest from eight to ten days in every thirty. Indeed, many of them lived better than the Cadis in the cities along the way. But what filled me with astonishment was that those who received the highest pay were the most dissatisfied, and that every year at the time when the Masters of the ships were in the greatest distress, the Chieftains of the Bands would require the Masters of the ships to increase the pay of the sailors who were already receiving the most money, threatening to put an end to all the trade between Bagdad and Balsora unless this were done. For this cause the Prince of the Faithful, in order that the merchants might not be ruined, had required the Masters of the ships to submit the demands of the Chieftains to certain officers, called Ahbetrators, who were instructed that under no circumstances should they hear any complaints from the Masters of the ships, and in no event should their judgment leave the sailors any worse off than they were before. So the Ahbetrators every year had ordered the Masters of the ships to pay more money to the most prosperous of the sailors, but nothing had been done for the rowers, because they were not entitled to be treated differently from other citizens.

One day when I was at Balsora and was condoing with the Masters of certain of the ships because, in spite of the great movement of bales of goods, the profits of our business continually shrank, we were visited by the Chieftains of the Bands, who were goodly men to look upon and enjoyed great emoluments because of their state. After we had saluted one another, the Chieftains of the Bands explained to us that no more ships were to go from Balsora to Bagdad until the sailors, who were members of the Bands, were paid extra wages every day after the ships had been eight hours upon their way, whether the ships were going down stream or up. They said that some of the ships could go up stream in

eight hours if they were built only half as large and more sailors were employed, but be that as it may, henceforth it would be necessary to pay the members of the Bands one-fourth more wages for doing the same work.

When the Chieftains ceased speaking our countenances fell, for we knew that in order to satisfy them one hundred million gold pieces would have to be paid every year, in addition to the present wages. The Master of my ship cried out in rage and grief, threw down his turban, slapped his face, plucked his beard, and fell down into the hold of the ship. The other Masters saluted the Chieftains, kissed the ground before them, and stood hanging their heads in humility. After some words with them, on their behalf I addressed the Chieftains: "O Shiekhs," said I, "You are our brothers and sincere friends, and the affection for you that is in our hearts is great, therefore favor us with a reply. We beg thee, our brothers, to graciously consider in our behalf certain proposals by the owners of the ships, upon whom Allah has laid the burden of finding the necessary gold pieces. Since overtime is to be paid for all work done over eight hours, we propose that everybody shall work eight hours each day; that no one shall be paid a day's wages who has not done eight hours' work, and that no one shall be paid anything for work which he has not actually done, or be paid twice for the same work." The Chieftains were very stern and their countenances were so formidable that I did not dare to ask that the owners of the ships should be allowed interest on their investment, although I could not help seeing that no more ships would be built until this was done, and the merchants of both Bagdad and Balsora were complaining bitterly that they were being ruined because there were not enough ships to carry their goods.

The Chieftains of the Bands consulted briefly among themselves, after which their spokesman said unto us: "O my Masters, may Allah bless you, for you seem to have no other friend. It is a matter of indifference to us whether you accept our terms or not, but no ships sail from Balsora except according to the word which we have spoken."

At these words we were filled with dismay, for the command of the Caliph, to whom be peace, was heavy upon us, and we knew that because of the merchants it was as much as our lives were worth to tie up the ships. The Masters of the ships, finding that it was impossible for them to go on as they were doing and pay in addition the one hundred million pieces of gold, ceased the use of their large ships and engaged instead twice as many little ones. At first this arrangement pleased the Chieftains of the Bands very much, as it increased the

numbers of those in the Bands. It was not long, however, before there were many complaints of ships falling afoul of each other in the stream, and many more of them were sunk than had been the case with the larger ones. It also came to pass that although the smaller ships would run faster, two of them would not carry as many bales of merchandise as one of the larger ships, so that the goods piled up upon the wharves, and the Cadis in every town threatened the Masters of the ships with imprisonment and bastinado.

Since, notwithstanding the little ships, it was often impossible to get from one city to another in eight hours instead of ten, the Masters of the ships plucked out their beards by the handful, and made great lamentations. Some of them hit upon the plan of building new towns only eight hours apart, so that the ships could reach them without the payment of overtime. The new towns were miserable little villages, and no sooner did the ships start using them than the citizens of the old cities complained bitterly to the Caliph, may he be blessed forever, that their lands had become worthless and their business was falling away. Not only this, but the sailors were very bitter against us, because under the new arrangement they earned much less than they did before the Chieftains had visited us, and although very many of them received a day's wages for working but a few hours, and did not work at all many days in the month, they were grieved because they could not earn more than a day's pay on each day that they worked. Last of all, the merchants along the route, who had been compelled to pay more than ever for the transportation of their goods, and who had found it necessary to meet the demands of the Chieftains for increased payment of wages, since we had no money to do so, our own fortunes already having been swept away in obedience to the commands of the Prince of the Faithful, complained

also to the Caliph with many bitter groans and lamentations.

The good Haroun Er Raschid sent for me to my secret place in Bagdad where I was hiding from the Bands. I went before him and fell at his feet and said: "O my lord, I have a horror of voyaging, and when it is mentioned my limbs tremble, and this is because of the terrors and troubles I have experienced. Moreover, under no circumstances do I dare go forth from Bagdad." Then I informed the Caliph of all that had befallen me from first to last and he wondered exceedingly thereat and said, "Verily, O Sindbad, it hath not been heard from times of old that such events have befallen anyone as have befallen thee!" When the Caliph found that my fortune was exhausted, my business at an end, and that death had no more terrors for me, in his royal mercy and compassion he purchased from me my ship, and although the recompense was very small and my loss very great, I thanked Allah, whose name be exalted.

After this time the business of transportation between Bagdad and Balsora was conducted by the officers of the Caliph himself. The amount of wages that the sailors received was fixed by the Cadis, and if any sailor refused to go out with his ship, he was punished for conspiracy to delay the business of the Realm. The Caliph made the ships sail between the old cities, instead of the new towns, and brought back into use the large ships instead of the little ones. The Prince of the Faithful also commanded that the Bands be broken up and threw the Chieftains into prison. By this time the merchants were greatly pleased to have their goods move at any price, and although the rates were higher than ever before, they praised Allah, whose name be exalted, because their goods were moving at all.

And this is the end of the history of the events that happened to me during my eighth voyage, and praise be to Allah, the One, the Creator, the Maker!



“Passing the Buck”

*A few reflections by Robert C. Perkins
General Freight Agent, New Orleans*

In the seductive but uncertain game of draw poker the “Buck” indicates the place where everybody is required to “ante up” for a jack pot and its possession usually entitles the holder to the “Age.” If he passes the “Buck” he loses this advantage.

He who holds the “Buck” in the great game of life and business holds a summons to **decide** something, to **do** something, and if he is a man with determination, application and initiative, the elements which constitute success, he never passes the “Buck.”

In contrast, are the men who pass the “Buck,” who will not carry any load, assume any responsibility or decide anything. They pass it on to George to do it.

This deficiency is sometimes due to lack of training, restrictive environment, or physical or mental incapacity. These causes, however, cannot compass the vast army of laggards and ineffectives who decline to assume any responsibility or to manage any situation, the class who habitually pass the “Buck” and sneak through life avoiding all obligations and responsibility. They never get anywhere themselves, they are obstacles in the path of others and barnacles on the ship of progress.

Do not pass the “Buck.” Do not be dependent upon the brains, determination and judgment of others to decide the things you should decide yourself, otherwise your permanent status in life will be measured by that of the Fox Terrier in front of the talking machine listening to, “His Master’s Voice.”





Residential Section, Hopkinsville,
Kentucky





TRANSPORTATION DEPARTMENT



Weighing Cars

By W. H. Streeter, Grand Division Secretary, in the Yard and Terminal Monthly

THERE is at all times in a great many places a tendency to slight this very important feature that is looked upon as more or less of a bug-bear in most yards and terminals. It takes time to stop and weigh a car and when the work is heavy and every one is trying to make the most of the limited time allotted to his work, the stopping long enough to correctly scale weigh a car is oftentimes looked upon as an unnecessary hardship. In some places where the weighing is left to the foreman of the yard engines and especially so in outlying districts the temptation to "guess weight" is stronger than ever. Of course this does not apply to all cases, but when a crew is daily handling cars loaded with the same commodity and these cars have to be weighed and it is their duty to weigh them, they are very liable after they have weighed a few of the cars and have got fairly familiar with the approximate scale weight of the cars, to take the light weight of the car or cars to be weighed and estimate the weight of the load. This is a very common occurrence and can be found in most any of the yards or terminals and not a few cases could be traced to train crews doing local work, where they have occasion to weigh cars that they pick up along the line and are to be weighed enroute.

A very good example of what estimating weights amounts to was brought to my notice a few days ago. A certain crew whose duty it was to weigh and set "ice cars" for team track delivery as well as cars destined for several of the packing houses, got into this very

swift method of doing this particular part of their work. They had handled the ice cars for a considerable length of time and had a carefully tabulated scale of weights that they had acquired from actual scale weights of the same class of cars, and invariably used these weights to assist them in getting through with their work, and as long as the cars continued to arrive loaded with the usual amount of ice there was nothing said about the matter, for in fact the weights were not questioned as they seemed to be perfectly satisfactory all around, but it so happened that an ice company received a special order from one of the packing houses that was located in the district where this crew was working and as the track space of this particular house was rather limited, they requested that the cars be loaded to their capacity, and this was done. Ordinarily the ice cars would scale from eighteen to twenty tons, but in this case larger cars were used and instead of loading two tiers of ice in them they loaded three, or from thirty-five to forty tons. The regular foreman of the engine that had been handling this work had laid off and one of the men who had been working on the crew was in charge of the engine and he, in the course of his night's work, estimated the cars as usual and set them, knowing nothing about the excess load. The weights were turned in at the freight office in the due course of time and the freight bills sent to the management of the packing house, who of course accepted the bills as correct, paid the charges, and paid the ice company for

the amount of ice shown on the freight bills. Of course there was a very urgent protest on the part of the ice company. The management of the packing house claimed that they were paying for what they had received and produced their freight bills as evidence. The ice company of course knew that there had been a far greater quantity of ice furnished and claimed that the weights furnished by the railway company were not correct, and in order to settle the controversy the ice had to be measured as the only means left of determining the amount that had been delivered. This was finally accepted by all concerned as correct or as nearly so as could at that time be determined; the railway company to adjust its end of the transaction had to revise its freight bills and admit the incorrectness of the weights furnished and the entire transaction had the tendency to cause quite an undercurrent of anything but good feeling on the part of all concerned, and purely because a foreman saved about thirty minutes at the outside on his work, and if the error had not been discovered would have lost many times that amount in revenue for his company, to say nothing of the extra work that he occasioned by being caught up on his estimated weights.

The old adage of "a penny saved is two pence earned," does not work to

any good advantage when it comes to weighing cars, for the penny that you save in cutting the time down on the work, will in the long run lose itself in the dollars that are lost through the road not getting the revenue that it should rightfully receive, and does not, through weights being underestimated, or the expense that it is put to re-weighing cars whose weights have been disputed as being overweight, and these disputed claims are rather on the boomerang order as they not only are expensive to trace and adjust, but they at the same time have the tendency to discredit the integrity of the road where they originated. Therefore take the long way around; weigh the cars on a scale designated for that purpose and not while going over a bridge or in an office after you have completed your day's work. Your company would rather pay you for the time that you are supposed to take in weighing your cars, so take the time and weigh them on a scale that is provided for that purpose. The minutes that you use in so doing will save hours that would perhaps be spent somewhere else in correcting the error that you made in estimating your weights. Don't estimate; the car that you think is loaded with shavings may contain scrap iron and the two don't fit well together.

Appointment and Promotions

EFFECTIVE April 1, 1916, Mr. E. L. Throgmorton is appointed General Agent at Havana, Cuba, vice Mr. W. M. Daniel, resigned to accept service with another company.



THOS. L. MORROW.
Popular I. C. R. R. Agent, Hopkinsville, Ky.



LOSS & DAMAGE BUREAU



DURING the present period of extra heavy business on all railroads in this country it is extremely important that all freight be moved with every possible dispatch to its billed destination, in order to avoid congestions, and in order to release equipment so much in demand. The necessity for issuing embargoes against the acceptance of certain freight for certain points is due to failure of the interested carriers to properly handle such shipments owing to lack of facilities, and in order to avoid excessive delays it is imperative that Agents read carefully all of the embargo notices received by them in order that they might not accept freight which we have been informed cannot be transported.

At the present time there are 120 shipments on hand at one of our stations for delivery to connecting lines which are held for several reasons, all of which are attributable to originating Agents' failure to observe instructions. The weight of these shipments aggregate 47,645 pounds, which is of sufficient proportion to greatly hamper the handling of other freight through this house, and had we the space now utilized for storing the shipments, and were we permitted to employ our men now connected with obtaining necessary means for forwarding there is no doubt but that a great relief would be felt, and the regular duties of the men carried on with less obstruction.

The cause for holding these shipments is made up as follows:

Embargo—52, prepay—26, correct destination—23, county reference—4, manufacturer's order—5, expert declaration—2, liquor certificates—2, billing station—2, correct marking—4. Each of the shipments refused by connecting line

account their inability to handle is now detained en route through failure of the different Agents to read the embargo notices with which they have been served, and act accordingly. Owing to the fact that there are a great many more embargoes at the present time than under normal conditions more attention should be given this feature, and every one connected with the receiving of freight should be informed along the lines of information contained in the embargo notices in order that we might not erroneously accept shipments coming under our limitations. If at any time the embargo notices are not understood, the Agent should immediately get in touch with the office by whom issued for enlightenment.

The 26 shipments held for prepay would probably have not been accepted had the Agents consulted our General Freight Department circular No. 65-O, "Restrictions covering the acceptance of freight," for we find that virtually all of the shipments are of commodities destined to consignees for which special provision has been made that such shipments must be prepaid.

Conspicuous among the items coming under this head are shipments of empty cement sacks and animal food, which by reference to the above mentioned circular must be prepaid before forwarding.

This circular also provides for the different commodities that must be accompanied by manufacturer's written order for return. A careful observance of this circular will result in the elimination of a large majority of our shipments now held at junction points, and the result will be far more satisfactory to both shipper and consignee than by allowing shipment to move a portion of the way

and held in transit until the necessary remittance be made, or authority secured.

The 23 shipments held for correct destination suggest that in some instances the markings on the shipments are not legible, resulting in a bill of lading being so issued, and the waybill showing reference to some town not in existence. In a great many cases a person will want to ship a box to a town not located on a railroad, and will so mark the box, as well as the shipping directions. Agent, without consulting guide to learn whether or not such a town can be reached, signs the bill of lading and waybills the shipment accordingly. These things contribute towards the delays to freight and the resulting congestions.

General Freight Department circular, No. 490-B outlines the manner in which export shipments must be handled, showing clearly that certain declarations are demanded, and with fairness to the public we must give them the benefit of such information as this in order that they may not be deceived into feeling that their shipments will go through as they desire without other documents. In a great many instances, and especially so in connection with shipments of household goods, the shipper departs from the originating point promptly after delivery of his goods to the railroad, which results in additional delay when necessary to hold shipment en route as above,

as the originating Agent upon receipt of request from the transit Agent must communicate with shipper at his new address.

It is not only a duty we owe to our patrons to deliver their freight at destination with all reasonable dispatch, but a duty we owe ourselves in knowing that every shipment for which we sign is actually in our possession, and properly packed and marked, and answering all requirements incident to its movement before promising safe delivery within a reasonable time by affixing our name to the bill of lading contract. It requires a great deal less time to consult a classification, tariff or circular at the time that shipment is tendered us to see that all requirements are protected than it does to handle the correspondence and subsequent work when the shipment has been allowed to leave improperly prepared in any manner.—J. L. East, Agent, Loss and Damage Bureau.

A splendid record has been made at Garyville, La., during the period March 22nd, 1915, to March 23rd, 1916. This station handled 9831 inbound shipments, on which the revenue amounted to \$43,031.96. During this period there was not a single short piece of freight. Many other stations have come close to this record, but this station seems to hold the record of 100%.

Illinois Central Railroad Company

The Yazoo & Mississippi Valley Railroad Company

FOR the five year period ending June 30, 1916, there will have been spent on the Illinois Central System approximately \$59,000,000.00 in providing more engines, freight and passenger cars, increased station and yard facilities, additional main and passing tracks, grade reductions, track elevation and bridges, heavier rails, automatic block signals,

etc., in order to safely, expeditiously, and economically take care of the freight and passenger traffic offering and prospective. The Company now has facilities ample to properly care for a greatly increased business and is prepared to meet your transportation needs.

Our entire organization is at your disposal. Please give us an opportunity to serve you.



Meeting of Shop Safety Committee Held at Memphis, May 24, 1916

Present:—

W. F. Lauer, Gen'l Foreman, Memphis.

G. M. Carter, Carpenter, Nonconnah.

S. A. Smith, Boilermaker, Memphis.

W. R. Lewellyn, Pipe Fitter, Memphis.

B. Thomas, Carpenter, Nonconnah.

M. F. Bell, Car Inspector, Nonconnah.

F. L. Hogue, Painter, Memphis.

Wm. Donelson, Car Inspector, Nonconnah.

E. W. Williams, Car Inspector, Nonconnah.

F. J. Reedy, Blacksmith, Memphis.

T. W. Jackson, Machinist, Nonconnah.

J. O. Arnett, Painter, Nonconnah.

W. G. Conway, Millman, Nonconnah.

E. M. Gray, Painter, Nonconnah.

Vito Sweeney, Steel car repairer, Nonconnah.

A. R. Castles, Car Inspector, Memphis.

Tom Limford, Coachman, Poplar St.

Frank Sharpe, Coachman, Poplar St.

H. Lickey, Electrician, Memphis.

E. W. Weathers, Machinist, Chairman, Memphis Committee.

M. L. Flowers, Blacksmith, Chairman, Nonconnah Committee.

W. B. Higgins, Clerk, Nonconnah, Joint Chairman.

MEETING was called at 1:30 p. m. Mr. Lauer opened the meeting with a talk in regard to personal injuries. He referred to G. S. M. P. circular X-2312, and read letter originating in Superintendent Pelley's office regarding personal injuries, with special reference to prohibiting employees other than the regular operator, from riding cinder pit hoists. He also read several reports showing standing and rank of the different shops—also relative to amount of money expended per personal injury. He gave an interesting incident that came to his notice—that of a man in the shop conducting a short Safety First meeting among his fellow-workmen at the noon hour. He stated that talks of this kind should be encouraged, as very good results could no doubt be obtained

therefrom. He spoke of the prestige the Safety Committee had acquired and cautioning them not to abuse it by making the safety meetings a place to air grievances, but to bring up and discuss topics for the general safety of the employees and the company's property. He went on to state, that the careful man is the one desired, therefore, it is the duty of all to help educate everyone else to be cautious at all times.

Mr. Lauer read several letters pertaining to personal injuries and advised every one present to do all in their power to watch all appliances and machinery closely and to report to the General Foreman, any defects that might be detected, in order to have them remedied.

The report for the week ending April

8th was read and discussed; also the report for Memphis and Nonconnah Shops for month of April. The figures for the month show a slight decrease over the month of March, which is encouraging.

Chairman Higgins called attention to the fact that hereafter the regular monthly meeting of the Safety Committee would be held not later than the 25th of each month, in order that ample

time may be had to get report to the Chicago office before the 5th of the following month.

Chairman Higgins brought the meeting to a close with an appropriate talk on safety in general and again brought out the fact that carelessness is the prime cause of most all personal injuries. He further stated that these short talks by the committeemen to the other employes should be encouraged, after which the meeting adjourned.



| Name | Occupation | Where Employed | Date of Retirement |
|-----------------------------|------------------|----------------|--------------------|
| Harry Crawford (Y. & M. V.) | Laborer | Memphis | 29 yrs. 3/31/16 |
| Almus McAllister Allen | Trav. Frt. Agt. | Jackson, Tenn. | 35 yrs. 5/31/16 |
| James Clancy | Crossing Watch | Waterloo | 21 yrs. 2/29/16 |
| Patrick F. McMahon | Yardman | Chicago | 25 yrs. 5/31/16 |
| Theodore Daniels | Tool Room Man | Freeport | 29 yrs. 5/31/16 |
| Nathaniel P. Mills, Sr. | Agent | Smithland | 35 yrs. 5/31/16 |
| Jeremiah M. Falvey | Crossing Flagman | Chicago | 33 yrs. 5/31/16 |

The following is a list of the oldest pensioners of the Illinois Central Railroad Company in rank of age:

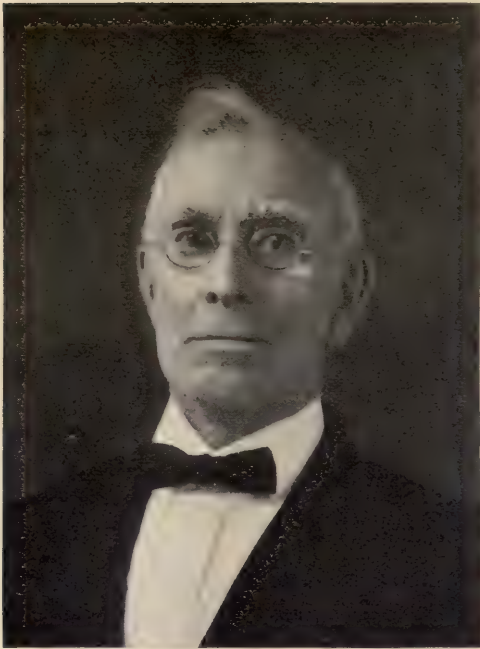
| Rank | | | Date of Birth |
|------|-----------------|------------------|-------------------------------|
| 1 | Edward W. Ward, | Oilman, | Mississippi Division 12/19/24 |
| 2 | John McNally, | Crossing Flagman | Illinois Division 3/17/25 |
| 3 | John Howard, | Watchman, | Illinois Division 11/ 1/28 |
| 4 | Con Sheehan, | Crossing Flagman | St. Louis Division 11/15/29 |
| 5 | Wm. E. Ratliff, | Pumper, | Louisiana Division 8/16/30 |
| 6 | James Farnum, | Car Repairer, | Wisconsin Division 10/12/30 |
| 7 | Jacob Frank, | Engine Cleaner, | Illinois Division 7/20/31 |

JOHN McNALLY

MR. JOHN McNALLY, whose first employment with the Illinois Central Railroad Company was as a member of a construction crew grading the roadbed near the present town of Monee, Ill., in November, 1852, now resides at Arcola, and is second on the list of pensioners in rank of age, being past

ninety-one years. He is very proud of a service medal which he possesses, showing that he was in the service of the company for 47 years.

Mr. McNally was born in Donegal, Ireland, March 17, 1825, and landed in America, July 23, 1852, entering the service of the company shortly thereafter as section laborer. Two years



JOHN McNALLY

later he was promoted to the position of section foreman at Tolono, later on moving to Arcola.

In the early sixties he accepted a position with the Terre Haute & Alton Railroad at Shelbyville, but re-entered the service of the Illinois Central in 1866 as section foreman at Arcola, and in 1893 was made flagman at the same place. He served as flagman for ten years and was then retired on a pension.

During his 47 years of service, he made many friends through his sturdy sense of duty and integrity, and was always considered a most reliable and efficient man, and it is regrettable that the Illinois Central loses the services of an employe of Mr. McNally's type.

STEPHEN HOGAN

ON Feb. 17, 1916, at the age of 84 years, and after an unbroken service record of 58 years and 7 months—exceeding the maximum service record thus far met among pensioners—Mr. Stephen Hogan died.

Born in Buffer Parish, County Tip-



STEPHEN HOGAN
From Photograph Made Thirty Years Ago

perary, Ireland, about 1830, at the age of ten years he came to this country and settled in New York. In 1857 he moved to Normal and received employment as a section hand on the Illinois Central. After serving a number of years as a section hand, he was promoted to section foreman and held that position for sixteen years. Later on he was made flagman at the North Street crossing in Normal, where he remained for 21 years. Owing to an oversight he was not retired on pension until November 1, 1915.

The example set forth by Mr. Hogan, in performing every task so satisfactory that his employer continued his service for over half a century, can well be followed by the young men of today.

SEPTIMUS DAVIES

MR. DAVIES was one of the most loyal and faithful employes of the Company. He was born at Leicester, England, March 12, 1846, at which place he served his apprenticeship to the machinist trade and also worked as



SEPTIMUS DAVIES

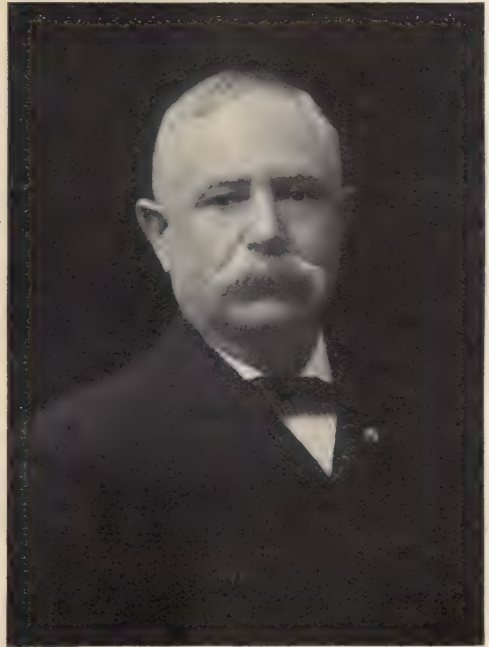
journeyman, coming to this country in November, 1869, and after service as a machinist with various concerns until March, 1893, he entered the service of the Illinois Central R. R. and remained in continuous service until the transfer to the Roll of Honor. He served in the capacity as that of machinist and also gang foreman of the link gang.

Mr. Davies was very popular among his fellow workmen, being of a very accommodating disposition, always pleasant and cheerful, always ready to go out of his way to accommodate any of his shop-mates, or advise the younger men in regard to the best method and manner of fitting up various parts of the locomotive. Young men often sought the advice of Mr. Davies for the reason that he was always ready and willing to oblige in this respect. He also had the entire confidence of his superior officers.

B. E. Nichols.

MR. B. E. NICHOLS entered the service of the Illinois Central Railroad September 20, 1870; and held the

following positions: Agent at Kankakee, Ill., to February 1, 1882; traveling Freight Agent in Illinois to February 20, 1888; agent at Madison, Wis., to January 1, 1890; Traveling Freight Agent, Cherokee Division, to December 15, 1891; Commercial Agent at Sioux City to January 1, 1894, at which time he was made General Agent at Sioux City in charge of Freight and Passenger business and the local agency. In 1900 he was promoted to the position of Commercial Agent in charge of

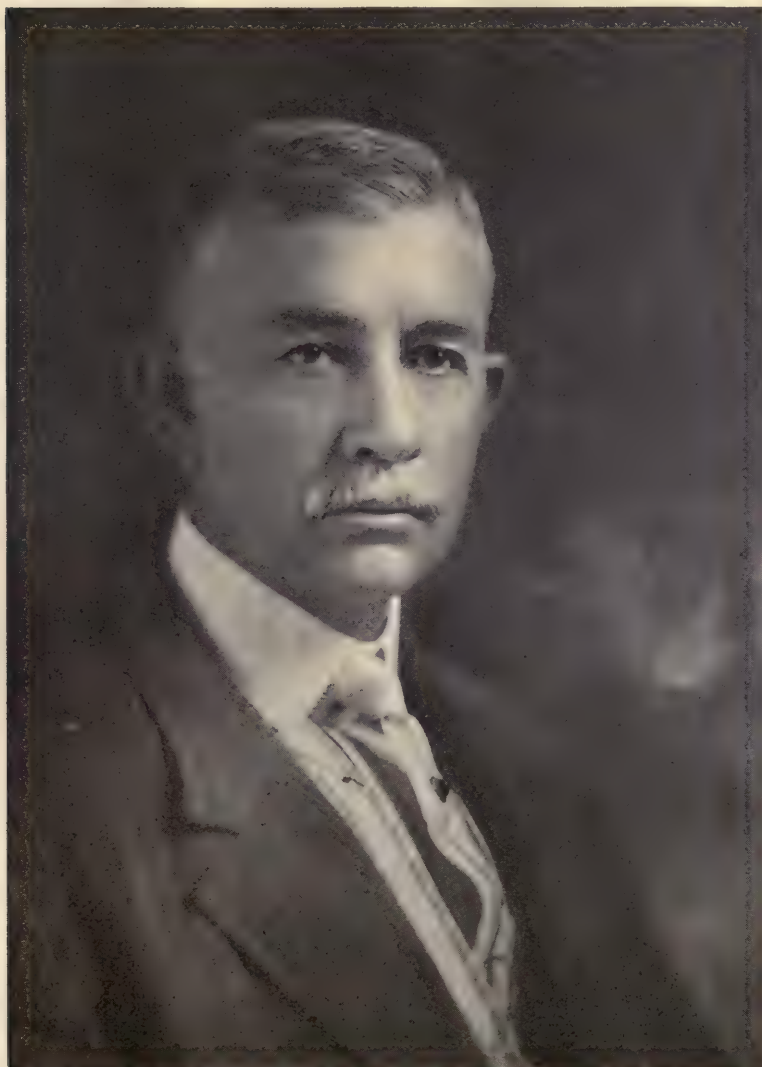


B. E. NICHOLS

Freight and Passenger business in Sioux City and freight business in the territory tributary thereto, and on January 1, 1908, Commercial Agent, Sioux City, which position he held until retired on a pension May 1, 1916. During his 46 years of service, Mr. Nichols has been a conscientious and faithful employee, and in his retirement takes with him the respect and good wishes of the Management.

From the
Law Department

Biographical Sketch No. 23



HON. CHARLES K. WHEELER
Local Attorney, Illinois Central R. R. Co., Paducah, Ky.

HON. CHARLES K. WHEELER, was born in Christian County, Kentucky, 53 years ago and was educated at the Southwestern University, Clarksdale, Tenn., and at the Cumberland University, Nashville, Tenn. Before he was 21 years of age he was admitted to the bar under a special act of the legislature of Kentucky, and since then he has been engaged in the practice of the law at Paducah. He was City Solicitor of Paducah, in 1904 and 1905. In 1906 he was elected to Congress from the First Kentucky District and was twice re-elected.

When the Illinois Central Railroad

was extended from Cairo to Paducah, in 1902, Wheeler & Hughes, now consisting of Charles K. Wheeler, D. H. Hughes and James G. Wheeler, were appointed Local Attorneys for the Railroad Company in McCracken and Marshall Counties, Kentucky. They have represented the Company ably and satisfactorily ever since, and they have handled for it many important cases. Aside from their connection with this Company, they have an extensive general practice and among their clients are two other railroads, several banks, insurance companies, and other corporations.

Recent Commerce Decisions

Carmack Amendment. Damage to Flour in Transit. Notice to Carrier.—In *Georgia F. & A. R. Co., vs. Blish*, 241 U. S., 190, the Supreme Court held on May 8, 1916 as follows, concerning a shipment of flour from Seymour, Ind. to Bainbridge, Ga.: (a) Under the Carmack Amendment, the bill of lading required to be issued by the initial carrier upon an interstate shipment governs the entire transportation and fixes the obligation of all participating carriers to the extent that its terms are applicable and valid. This law casts upon the initial carrier responsibility with respect to the entire transportation. In case of a misdelivery by the terminal carrier, the initial carrier is liable. (b) The multitudinous transactions of a carrier justify the requirement of written notice of misdeliveries of merchandise and claims against it, even with respect to its own operations. (c) Parties to the contract made pursuant to the Act to Regulate Commerce cannot waive its terms; nor can the carrier by its conduct give the shipper the right to ignore such terms and hold the carrier to a different responsibility than that fixed by the agreement made under the published tariffs and the regulations.

Demurrage. Embargo. — In *Menasha Paper Co., vs. C. & N. W. R. Co.*, 241 U. S. 55, the Supreme Court held on April 24, 1916, concerning demurrage charges at Menasha, Wis.: (a) Where shippers, who are under contract to deliver interstate shipments in carload lots, call upon an interstate carrier for cars, the carrier is bound to furnish them, and the consignee cannot refuse delivery and by notifying the carrier of its intention to do so, relieve itself of demurrage charges according to the pub-

lished tariff. (b) The carrier cannot, at the request of the consignee who is under contract to receive interstate shipments, declare an embargo on the shipments and refuse to furnish cars for the shippers; and if it temporarily does so and then removes the embargo, the latter act is but a return to its duty under the act, and failure to notify the consignee of its action does not relieve the latter from liability for demurrage provided by the published tariff. (c) The fact that an interstate carrier complied with the request of a consignee having a private siding to deliver daily on its siding only the number of cars that could be conveniently handled, although more could be actually placed on such siding, did not in this case relieve the consignee from demurrage charges specified in the published tariff on cars held by the carrier awaiting the consignee's convenience after arrival and readiness to deliver on the siding.

Carmack Amendment. Damage to Cattle in Transit. Notice to Carrier.—On April 24, 1916, the Supreme Court of the United States held in *Northern Pacific R. Co., vs. Wall*, 241 U. S. 87, concerning a shipment of cattle from Belgrade, Mont., to Chicago, Ill.: (a) A stipulation in a bill of lading of an interstate shipment of cattle that the shipper must, as a condition precedent to his right of recovery for injury to the cattle while in transit, give notice thereof in writing to some officer or station agent of the initial carrier before the cattle are removed from the place of destination or mingled with other live stock, is to be construed in the light of the Carmack Amendment making the connecting or delivering carrier agent of the

initial carrier; and notice given to the station agent or officer of the former operates as notice to the latter, and the fact that there is no officer or station agent primarily employed by the initial carrier at the point of destination does not relieve the shipper from compliance with the stipulation. (b) A bill of lading is a contract; and, if interstate, it is to be construed in the light of the provision of the Carmack Amendment, which prescribes how it shall be issued and makes the connecting carrier the agent of the receiving carrier for the purpose of completing the transportation and delivering the goods.

Money Only as Compensation for Transportation.—The Supreme Court of Appeals of West Virginia held that under the Interstate Commerce Act a carrier cannot lawfully collect anything except money for personal transportation, nor any compensation different from that specified in its published schedule of rates, (*Dorr vs. C. & O. R. Co.*, 88 S. E., 666).

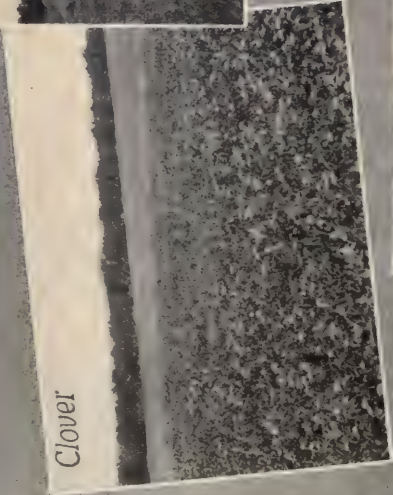
Reparation Rule in Discrimination Cases.—In *Brooks vs. Wabash R. Co.*, 39 ICC 426, the Interstate Commerce Commission held on May 16, 1916, that damage, if any, resulting from unjust discrimination in rates is not always measurable by the exact difference in which the rates are found to be unduly preferential or unjustly discriminatory. It may be more or less. The fact of damage attributable to the undue or unreasonable prejudice or advantage complained of and the amount of such damage must both be proved. Citing *Penna. R. Co., vs. International*

Coal Co., 230 U. S. 184; *New Orleans Board of Trade vs. I. C. R. Co.*, 29 ICC 32.

Switching for Shipper's Convenience.—An importer of bananas had a contract with Z. under which all ripe bananas and all bananas that were turning ripe, became his property. Upon the arrival of a ship a railroad would furnish cars to move the cargo, and, as the track on which cars for the ripe bananas were usually placed, held only five cars, the five cars first placed, when loaded, were hauled off to some convenient team track in the same yard. There they were disposed of from the cars to local buyers; a small percentage of the cars being shipped to other points. HELD, that this movement of the cars from the wharf track to the team track was for the benefit of Z., and not solely for the convenience of the railroad company, and the company was required to collect therefor a switching charge, contained in its tariffs and schedules on file with the Interstate Commerce Commission. The Court held further that it is well settled the "intention of the shipper as to the ultimate destination at the time the freight starts is the test of its character," regardless of whether the voyage is temporarily broken, more than one carrier transports it, or it moves on through or local bills of lading. All parties know at the time a cargo starts from Central America that a portion of it belongs to Zemurray by the inevitable force of circumstances; and the entire movement from plantation to team track is a continuous voyage for his account. (*U. S., vs. I. C. R. Co.*, 230 Fed., 940.



Clover



Hay



Wheat



From Exeter
Hepkinstville



SEE AMERICA FIRST.
SAVE AMERICANS FIRST.

BULLETIN.
STEAMSHIP
SUNK BY
SUBMARINE
ONE AMERICAN
LIFE LOST
DAILY BULLETIN

An Outrage!
Something
should be done
to prevent this
slaughter!!



Strict Accountability.

INTERSTATE
COMMERCE
COMMISSION REPORT
86,733 TRESPASSERS
KILLED ON AMERI-
CAN RAILROADS
DURING PAST
20 YEARS
X I.C.C.

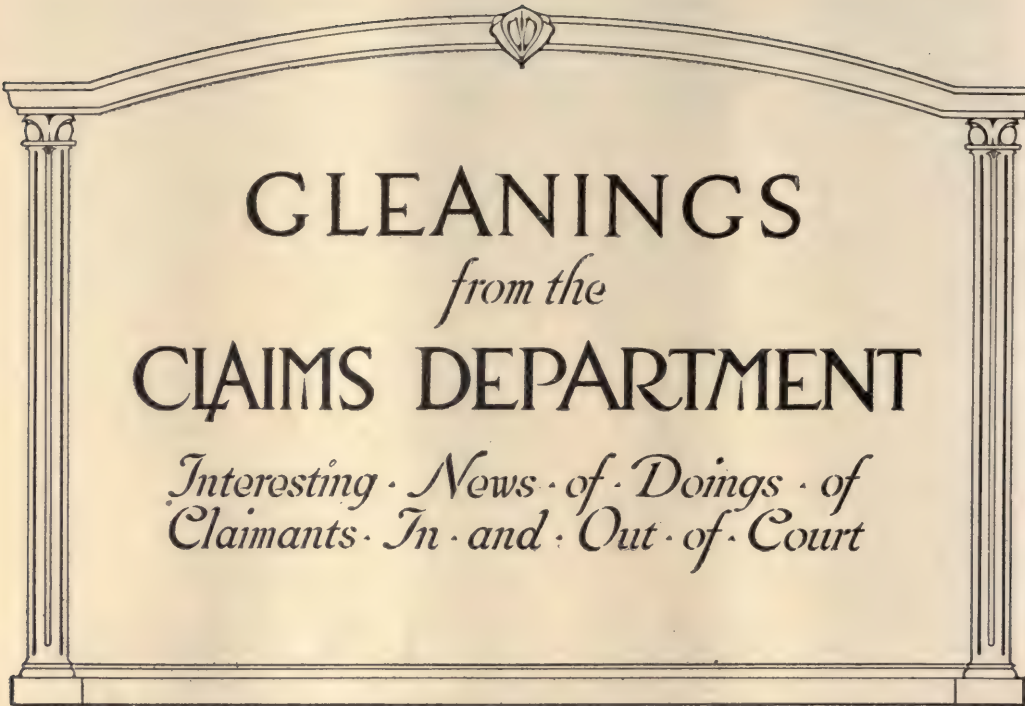
Too Bad!
It can't be
helped.?



Lax Accountability.

S.M. OPP
1916

THE RAILWAY TRESPASS PROBLEM



GLEANINGS *from the* CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Illinois Central at the National Association of Railway Claim Agents

THE Twenty-seventh annual convention of the National Association of Railway Claim Agents was held at Atlantic City, N. J., May 17th, 18th and 19th, and was by far the most largely attended convention ever held by the Association. Claim Agents from every part of the country were present and exchanged views with reference to the important matter of handling claims on the different railroads to the very great benefit of the railroads.

The annual address of the President of the Association, Mr. H. B. Hull, General Claim Agent of the Illinois Central System, and addresses made by Assistant General Claim Agents E. W. Sprague and P. M. Gatch, follow:

VALUE OF THE ASSOCIATION OF RAILWAY CLAIM AGENTS TO THE RAILROADS

By H. B. Hull

THE value of the Association of Railway Claim Agents to the railroads is a subject which has not received much attention.

Each year the railroads are put to some expense in transporting their representatives to and from our conventions, in the loss of the time of these men while attending the conventions and in the payment of their traveling expenses. I think they are entitled to a little more information about the actual benefits which accrue to them as a result of this outlay. It is true the proceedings of our conventions, during recent years, have been quite fully reported and widely distributed. After reading one of these reports, any man, having had experience in the handling of claims, would very naturally conclude that a railroad management which would undertake to conduct its claim business in ignorance of the views and recommendations of this body of men would be short-sighted, indeed. Happily, but few, if any, are doing that. Claim Agents of the member-roads, unable to attend the conventions, receive the printed minutes and use them as a guide in the handling of claims, and the non-members borrow these reports, or read them in the offices of members. Thus, the work of the Association covers pretty much the entire field embraced in

the claim business of the steam railroads of the United States.

No department of a railway organization has been confronted with greater perplexities during the past five years than has been true of the Claim Department. Formerly, the railways had available the defenses of fellow servant, contributory negligence and assumed risk. An injured employe had to have a very plain case of negligence on the part of the employer in order to recover damages. Now, many of the States have Compensation Acts, which do away entirely with all questions of negligence, the only questions being the extent of the injury and whether sustained in the course of employment. This would seem to simplify matters from the standpoint of the Claim Agent in Compensation States, and it would have that effect, if State laws occupied the entire field. As a matter of fact, the great majority of railway employes who are injured are engaged in interstate commerce at the time the accidents occur, and their cases are controlled by the Federal Employers' Liability Act, and State laws have no application whatever. When is a railway employe engaged in interstate commerce? That question confronts us more frequently than any other. Every case has to be investigated with great thoroughness before the question can be determined, and then it is frequently not properly determined. At each convention of our Association we have illuminating papers upon this subject, and but for these, and the discussions and exchange of views at our meetings, we would scarcely know which way to turn. Some of the brightest minds employed in any of the fields of railway endeavor are to be found in this Association. Our discussions never fail to assist us in reaching conclusions, and upon these conclusions, when we return to our respective homes, we pay out, in the aggregate, millions of dollars annually.

The most comprehensive and valuable statistics ever prepared on the important question of injuries to trespassers on American railways were compiled and published by this Association. Prior to the publication of this report, the only information obtainable on this subject was contained in the reports of the Interstate Commerce Commission, giving the total number of trespassers killed and injured in the United States each year. These statistics, while interesting, were too general in their nature to bring home to the people of the various States the importance of taking some action having for its purpose the abatement of the evil. It was apparent that the railroads were doing all that they possibly could do to prevent trespassing on their properties, but that the public was not co-operating with them. The number of passengers and employes killed during the year ended June 30, 1915, decreased 42.28% over the year

1911, while the number of trespassers killed in 1915 decreased but 3.79% over 1911, showing that the railroads are doing a noble work towards reduction of accidents within their power to control, while the States are doing practically nothing towards reducing the class of accidents within their power to control. The statistics compiled by this Association gave the number of fatal and non-



fatal injuries to trespassers by States for a period of one year, and classified the latter as between those sustaining the loss of one limb, the loss of both limbs, and other injuries, gave the place of accident, residence, occupation, whether struck while walking on track, riding on trains, or otherwise, the number intoxicated, sex, age and nationality. These statistics were furnished important newspapers of each of the States and were widely commented upon. As a result of this movement, public sentiment has been strengthened considerably in favor of some sort of legislation having for its purpose the saving of the lives and limbs of the thousands of unfortunates who annually meet death or injury upon the rails through no fault of the railroads.

Through this Association the Claim Departments of the railroads which are members are cemented together in such a manner as to result in a very great saving to the railroads in advantageous interchange of work. This could not be accomplished without the personal acquaintance, the knowledge of the capabilities of one another and the wholesome desire on the part of the members of the Association to serve and promote the best interests of each other. Were it not for this, the expenses of the railroads would be increased many thousands of dollars per year. Our work differs from that of other departments of railroad organizations in that it takes us everywhere. An accident occurs in Florida. The injured and the witnesses reside in New York and California. If the Florida railroad had

to send its Claim Agents to those remote States to interrogate the witnesses, or make adjustments, as formerly was the case, the traveling expenses and loss of time of the Claim Agents would be considerable, and they would be in strange lands, totally unacquainted with local conditions and thereby unable to obtain the best results. Under the system which we have so successfully worked out through this Association, the Claim Department of the Florida railroad would simply write the Claim Departments of railroads located in New York and California, and Claim Agents of those Companies, acquainted with local conditions, perhaps the very people whom it was desired to interview, would quickly and efficiently attend to the business just as though it were a matter of their own. The Florida railroad would receive all the benefits of local organizations in those far-away States, and at a small part of the costs of sending out its own men. A few days ago, I desired to have a claimant at Spokane, Wash., quickly interviewed. I looked over our Association list and found that we had a member living at Spokane. I immediately sent him a telegram, explaining the nature of the case. By the next mail I received a complete report. If I had sent a representative to Spokane, the cost to my Company would have been considerable and the report could not have been as satisfactory, because it would have been devoid of the local flavor added by our resident member. A young man from Nebraska, who had evidently been watching the results of the efforts of a certain personal injury lawyer and a damage suit doctor, who usually appeared in a case together, went South and obtained a position as switchman in one of the important terminals of the Illinois Central. In a very short time he fell from a box-car on account of an alleged defective grab-iron and sustained one of those typical and familiar cases of "permanent paralysis of lower extremities." Three suits for \$40,000 each were filed in three different States—one in the extreme North, one in the Middle West and one in the South. The plaintiff elected to try the case in the Southern State and in a County where railroad prejudice had subsided and where juries are usually composed of fair and reasonable men, but the triumvirate from Nebraska—the lawyer, the doctor and the plaintiff—played their respective parts so well that an unsuspecting jury allowed them to get away with a verdict for fifteen thousand dollars, although proof of the most convincing nature was introduced showing that the alleged injury did not exist. The trial occurred fifteen months ago. Since that time one of the members of this Association, who resides not far from where the plot was hatched, has kept his ear to the ground, and only a few days ago advised me that a remarkable cure had taken place, one of

those cures which we hear about so often, and that our young man with the "permanent paralysis of lower extremities" was now able to pitch horse-shoes and play golf in the most approved fashion. I could go on citing instances showing the value to the railroads of the close co-operation between the members of this Association. Doubtless, members of every Claim Department represented here could do the same thing. There is scarcely ever a time that the Claim Department of the Illinois Central is not doing some work for 'other lines, or that other lines are not doing some work for it, and I suspect this is true with all of our members. The importance of interchange of work between us has become so well understood that our members actually give preferred attention to requests from each other; in other words, defer their own work to serve a distant member, which, in reality, has become a part of their own work. If the railroads received no other benefit, this alone would be worth many times the cost to them of maintaining this organization.

We discuss annually at our conventions the important question of fraudulent claims, about which the members are constantly corresponding. Suppose we had no organization of this kind, no systematic method of keeping in touch with each other concerning the hundreds, I might say thousands, of professional crooks who make a business of preying upon the railroads in fraudulent personal injury claims in all parts of the country. What would be the situation of the railroads with reference to this problem? Let me say to you that it would be chaotic. Fraudulent claims would multiply with great rapidity. This Association has accomplished more than all other factors combined in discouraging fraudulent claims. Its work in this direction has been far-reaching in its effect. Let one of these professionals bob up his head in any part of the country, the members of this Association are immediately advised, and as a result, it would be impossible for the professional claimant to escape, for any considerable period, the network of the claim organizations of this country represented by membership in this Association. Through the combined efforts of our members each year some of these fellows are brought to bay. Consequently, fraudulent claims are on the decline, and eventually, through the work of this Association, I believe they will be brought under control; that is, so far as repeaters are concerned.

We claim the credit for the birth of the new propaganda, relative to the prevention of accidents, which has swept over this country and across the seas to foreign lands. One of our distinguished members originated the idea, and the subject was discussed from its every angle in this Association before it was sent out to receive the enthusiastic approval of the world. How many lives

have been saved cannot be accurately stated; how much woe and suffering have been averted cannot be told. If we had the actual figures, we know that they would speak eloquently of the great good that has been accomplished.

We are succeeding gradually in educating employes and patrons to understand that we are anxious to meet our obligations in a fair and honorable way. If a man has a bona fide claim against a railroad, he has but to make it known and in ninety-nine cases out of one hundred a satisfactory adjustment can be made. The old popular belief that one has to sue a railroad in order to get justice is gradually fading away. The difference in what a claimant receives in a direct compromise and what he would receive in the same case at the end of a law suit, if successful, is usually the amount necessary to pay lawyers and the expenses of litigation. We endeavor to pay every honest claimant about what he could recover net to himself, and save for our Companies only the profits of the "middle-men" and costs of litigation. When this becomes well understood, our hope is that the railroads will not be troubled with so much litigation.

We do not complain of law suits brought in good faith against the railways in cases where efforts to compromise have been exhausted and agreements as to amounts could not be reached. Such cases are rare. The class of litigation which interferes most seriously with railway operation, and throws upon the carriers an unjust burden, grinding them between the upper and the nether millstones, is speculative litigation based upon frivolous claims, for which the contingent fee system is responsible. If the railroads could save the hundreds of thousands of dollars they are annually required to spend in the defense of claims devoid of merit, they could use the money most profitably in the improvement of the service rendered to the public. Not only in that respect would the public feel the good effect of such a change, but also in a very substantial saving to the taxpayers, who are required to bear, with the railroads, the hardships which are the outgrowth of the per-

nicious system built up and fostered through the contingent fee. A lawyer who brings a suit under a contingent fee should be considered a party to the suit and required to be responsible for the costs. Why should the taxpayer, an innocent party, be mulcted as a result of an experimental and speculative suit advised and instituted by a lawyer? A great majority of the people will readily concede the evils of the contingent fee system. They will concede that it is a nuisance to general business interests and inimical to the public weal, but will take it for granted that the conditions must be tolerated. An exploitation of the iniquities of the system, the imposition upon the Courts, the taxpayers, the railroads and the business interests of each community afflicted, would no doubt do good. Publicity is the entering wedge leading to the solution of all railroad problems.

In the investigation and adjustment of claims, this Association has uniformly taught that righteousness should always be the underlying principle from the standpoint of the railway Claim Agent; that the other side should have a complete monopoly of wrong-doing of every kind. Should a Claim Agent seeking to advertise himself flaunt before this Association any instance in which he had over-reached an ignorant claimant, unadvised of his rights, and concluded him in an inadequate settlement, he would be severely frowned upon by this Association. We do not seek unfair advantages of any kind. We believe in a square deal between employer and employe, and between the railroad and its patrons. We do not strive to "put over" anything on any man. If we can prevent jobs being perpetrated upon the railroad, we are satisfied. We have been trained by this Association to think about the interest of our respective Companies in its broadest aspect, to build for the future instead of trying to make a record in the disposition of a single claim.

Our Association has grown because it had important work to do; because it has never failed to meet and unflinchingly discharge responsibilities thrust upon it. For these same reasons, it shall continue to grow.

Close Co-operation of Claim Department and Operating Department in the Investigation and Settlement of Claims

By Assistant General Claim Agent, E. W. Sprague

SO much has been said about co-operation in its different phases and application to various enterprises, that it may seem at first

blush that the subject is threadbare. Efficiency, conservation, co-operation, etc., are modern business expressions. They are the

foundation stones of large business enterprises and the constant working maxims of captains of industry. However, many who are the best living exponents of these principles are unacquainted with the terms and probably could not define them if asked to do so, while those with the least practical experience frequently employ them as the themes of more or less learned dissertations or frequently use them as verbal ornamentations.

I assume that no member of this association will take issue with the assertion that close co-operation between the Claim and the Operating Departments of a railway is desirable. Presumably the most of you would say that it is now an established fact with you and not a theory and probably the majority of us would have so said ten or twenty years ago. Perhaps we may have given little thought to what really constitutes close co-operation between the two departments, but where the relations of the two have been harmonious we may have unconsciously assumed that harmony and co-operation are synonymous. Because the two departments get along without friction, the Operating Department refraining from criticizing or interfering with the Claim Department, considering it the trouble department of the railway and readily conceding it to be the proper repository for the claims and complaints of the road's patrons and employees, does not necessarily imply that there is co-operation between the two, although it may indicate that harmony exists. Formerly it was quite often felt and stated that the less each department knew of the other's activities and the less they had to do with each other, the better for the railway. The fact that some Claim Departments have not enjoyed a better standing in the railway family; that they were relegated to some dark corner or attic for office space, were seldom consulted and had little influence in the railroad's affairs, was evidence of the fact that there was much ignorance, or at least failure, to recognize the relative importance of claim work and such ignorance was fatal to sincere co-operation. Of course we are all acquainted with the dictionary definition of "Co-operation," but do we all know what the proper application of it to our work means, how it can best be brought about and what it will accomplish? We did not know much about it on the Illinois Central System up to the last two or three years, but we now think we do know something of it. So, in this paper, instead of discussing or advancing abstract theories of the subject or resorting to quotations from the many treatises heretofore written by all sorts of people, I am going to content myself with a statement of that which, on our road, is the conception of what constitutes close co-operation between the two

departments, how it was inaugurated and what it has accomplished.

As a first step toward co-operation, of course, the management of a railroad must be convinced of its desirability and see something of its advantage and must believe in the Claim Department as an important constructive factor in the railway service. It must not believe that the department's only function is the investigation and adjustment of claims and that its work is of no interest or concern to the other department. The management should believe that the information secured by the Claim Department in the course of its work ought to be known as the Operating Department and should be of great benefit to the latter in the prevention of accidents and claims; it should realize that the Claim Department does not kill or maim people but that such misfortunes come through the operations of the Operating Department and that that department and not the Claim Department is, in fact, responsible for the financial burden falling upon the road as a result of accidents, claims, and suits and that all members of the Operating Department should be impressed with their responsibility in this regard and, if fully informed and held responsible, can be more readily concerned and interested in the prevention of accidents and the investigation and handling of claims and suits.

Starting out with this view of the situation, the management of the Illinois Central System some three years ago, began with an effort to impress upon the Operating Department officials and employees that their duties and responsibilities, with reference to accidents and claims, did not terminate with the filing of reports of same, but that it was also a part of their duty to assist the Claim Department in procuring all the facts and rendering any assistance they could in the investigation and just disposition of the claim or suit.

To forcibly impress this upon the operating officials, a circular embracing the ideas and instructions as to how, in part, it was desired that they co-operate with the Claim Department, was issued to division superintendents. The matter was not permitted to rest with the issuance of the circular as unfortunately many attempted reforms do terminate, but the general manager made a trip over the entire system with the general claim agent, and on each operating division the superintendent, trainmaster, roadmaster, master mechanic, claim agent and any and all other division officials or foremen in charge of employees were gotten together and the prevention of accidents and the manner of co-operation with the Claim Department in their handling of claims and suits was fully outlined. The division officials were quizzed regarding their knowledge of the facts in certain important pend-

ing or recently disposed of cases; what investigation they themselves had made of the cases, who was found at fault, what discipline had been administered or what other steps taken to prevent a repetition; also whether they knew what certain cases were costing their division; what information they had furnished the Claim Department and what assistance they had rendered it. If, as was frequently the case, the official had not heard of such an accident or claim, he was informed that he had overlooked one of the most important things on his division and a matter which the management felt should have been of real concern to him. All were then advised that a trip of like character would be made in a short time and it would then be expected that the officials would know all about such matters. Such a trip was made within a few weeks and like trips have been made from time to time since. In addition to this trips have been made over each division on a motor car by the claim agent, accompanied by the superintendent, trainmaster and roadmaster, the claim agent carrying with him all pending claims on that division. When a section gang was reached, if any of its members had been injured or had a claim pending, or if there were pending a claim growing out of the operations of such crew, or any fire, stock or drainage claim in which they were interested a stop was made and the matter carefully gone over with the section foreman. A short talk was also made to the entire gang with reference to being careful in the performance of their work so as to prevent accidents. Stops were made at all stations, shops or other places where employes were engaged and any claim matters pending, growing out of work at such places, were handled with the men in this manner. It was observed that a trip of this character gained much added weight and importance by the presence of the superintendent and other officials in that it profoundly impressed the minor officials and employes with the fact that the accidents, claims and claim work were considered very important features and it also greatly enhanced the standing of the claim agents in the eyes of such officials and employes, and secured for the claim agent thereafter much more ready and hearty co-operation. In many instances the claim agent by personal contact with shop foremen, etc., and the cultivation of friendly relations had secured their aid and assistance to a marked extent, but such foremen frequently felt much uneasiness as they feared they were rendering such aid as a personal favor to the claim agent and in doing so might be considered by their superiors as stepping aside from and neglecting their regular duties. Such a trip as the one referred to promptly disabused their minds of any such impression and likewise disclosed to those who had not previously rendered such favors to the claim

agents, that it would be well for them to do so in future.

The Superintendents all attend a meeting in the general manager's office once a month to discuss operating matters and particularly estimates of expenses for the ensuing month. At some of these meetings the General Claim Agent appears with a list of claims and suits which may be disposed of during the period, with an estimate, as nearly as he can get at it, of the probable cost of each case. The cases are then carefully gone over and the superintendents are required to state what they know about them, what suggestions, if any, they have to make as to handling, what attention they have given the matters and what steps have been taken to avoid other cases of like nature. The expense from this source is so dwelt upon and the responsibility of the division officials in the matter is so referred to as to deeply impress the superintendents with the importance of division officials co-operating with the Claim Department.

Monthly statements of the expense occurring on each division and disbursements by the Claim Department are prepared and mailed to each superintendent. One statement shows the number of casualties, fatal and non-fatal, the total number of employes on the division and the percentage of employes injured to the total engaged in the work and the divisions are ranked according to their percentage showing of casualties on this basis. As some divisions have shops and others have not, the number of employes engaged in the shops and the casualties occurring therein are shown separately from those of all other employes on the division so that a separate ranking is given shops. Another statement shows disbursements on each division on account of personal injuries and another, the expenditure on account of stock killed on the right of way and these disbursements are distributed on the basis of 100 engine miles, the divisions being ranked according to the showing. Accompanying these statements are others showing exactly the same data for the preceding months of the fiscal year, so not only is the information given for the month just concluded but also for the fiscal year up to the close of the month. It is surprising how much interest is shown in these statements, how extensively they are analyzed and digested by the various officials and how fully and earnestly they are discussed in the various division staff meetings. The ranking creates quite a rivalry between the divisions.

When an accident occurs, instead of simply filing a report and then dismissing the matter from mind, the trainmaster, master mechanic or other proper official calls an investigation, notifies the claim agent of the time and place and he attends. All the employe witnesses to the occurrence are called in and carefully examined. In this way the

Claim Department gets the benefit of the expert knowledge of the employing officials with reference to the particular class of work which was being done at the time of the accident, and also of such influence and effect as the holding of the investigation in the office and in the presence of the employing officer may have upon the employe. This, of course, very forcibly brings before the employing officer the facts and circumstances of the occurrence and places him in a position to take corrective action. Of course the claim agent is not limited to such investigation. He supplements it with further interviews with the employes, if necessary and statements of other witnesses.

In settling with an injured employe his superior officer is first consulted by the claim agent and his ideas obtained as to what consideration should be given the employe because of his period of service, his record and the facts and circumstances connected with the accident tending to excuse him. The employing officer does not in any way dictate to the Claim Department the amount to be paid but simply recommends and, if desired by the claim agent, uses his influence with the claimant in endeavoring to bring about a satisfactory adjustment. In matters of unusual importance, such as train wrecks, large fires, etc., the division superintendent gets into the game and personally conducts an investigation at which the claim agent is present and participates. The claim agents and heads of the Claim Department are almost in daily consultation with the division officials and the general superintendent regarding claim matters. The heads of the Claim Department are frequently invited by the general superintendent and other general officers to accompany them on trips over the line and on such trips time is always found for some discussion of claim conditions. This keeps constantly before the different officials and employes the fact that the Claim Department is recognized by the management as an important part of the railway service. In other words, claim matters are considered and treated as those of common interest between the two departments, just as much as the procurement of business or the providing of improvement of facilities is considered and treated by the Operating Department and Traffic Department as matters of mutual interest and concern.

Now, what is the result of such co-operation. Instead of producing criticism or friction between the two departments, it has almost entirely eliminated it. It has made the members of the two departments personally acquainted with each other and has developed that in their railroad work they have many interests in common, and by bringing the two departments in such close

and frequent contact departmental lines have been almost eliminated. The Claim Department no longer has the opportunity to complain that the Operating Department is unacquainted with and unappreciative of the difficulties attending the investigation and handling of claims, and the Operating Department is not disposed to treat the Claim Department as one apart from the general service and to contend that large sums are paid in compromise or suits poorly defended because the claim agents are unacquainted with practical operating methods. But not only has it established better personal relations between members of the two departments but such close co-operation has given great impetus to the safety first movement and it will be readily conceded has been responsible for a large percentage of the marked success of such movement, it being true that during the period of co-operation as outlined herein, the railroad has enjoyed a very considerable decrease in accidents and a very large decrease in litigation.

Preparedness is the great political issue of the day. It has become a great catch word and is more or less applied to every subject and is brought into every discussion. It can be truly said, however, that where a railway has a Claim Department and an Operating Department and close co-operation does not exist between the two that that road is not well prepared to resist inroads upon its treasury through the medium of fraudulent or greatly magnified claims, nor to handle with perfect fairness meritorious claims; nor is it well prepared to obtain the best results in the prevention of accidents. The latter is by no means of least importance. The medical and surgical professions are honored as much, if not more, for what they have accomplished in the way of preventing disease as for what they have been able to do in curing it. In other words, the preventative measures they have discovered are a greater boon to present and future generations than is their ability to heal. These preventative measures have been the result of a careful analysis and study of the causes of disease. So the Claim Department should, by carefully analyzing and studying the causes of accidents, be able to furnish the Operating Department information which can be effectively used in preventing accidents and thus the Claim Department may be as valuable, if not more so, to the railway than by simply investigating and adjusting claims.

There are probably many other ways than what is referred to here, of establishing and maintaining close co-operation of the two departments. The subject presents a field for originality and the accomplishment of a thing by original methods makes success sweeter. However, the plan herein outlined is neither patented nor copyrighted so if it contains any

helpful suggestions you are heartily welcome to them. All that is contended for is that close co-operation between the Claim Department and the Operating Department is not only desirable but absolutely essential if the railway is to have an efficient claim organization and if it is to take advantage of the information and assistance which such organization can and should supply for the prevention of accidents or in the interest of what has recently been so popularly termed "the safety first movement."

HOW BEST TO COPE WITH THE AMBULANCE-CHASING LAWYER AND DAMAGE-SUIT DOCTOR.

By Assistant General Claim Agent P. M. Gatch.

THE question of how best to cope with the "Ambulance-Chasing" Lawyer and the Damage-Suit Doctor is one which has always confronted large corporations.

At the threshold of this question, it is perhaps interesting to note that there are some personal injury cases which legitimately come to the hands of the reputable practicing lawyer, and which cases, as to injuries, are based upon the testimony of a reputable physician, where the injured person either has, or thinks he has a good cause of action. Such cases should of course receive that degree of attention usually accorded any legitimate attorney representing any other kind of reputable claim. However, it is not this type of claim to which I wish to direct your attention, but rather to the claim which even though it possesses legal merit, and has in law a right of recovery against the defendant, yet seeks recognition through dishonest and disreputable practices, at the instance of the unscrupulous and designing lawyer.

There are many cases wherein a man is injured, as a result of which a clear liability exists, and, very naturally, it is desired to settle the claim and compensate the man in such sum as will represent a reasonable compensation for the injuries received. It is at this point the "ambulance chaser," so called, makes his appearance and presents a problem which renders the task much more difficult than if the man were acting without a lawyer, as in the majority of instances the claim is unnecessarily based upon perjury and disreputable tactics.

As a concrete illustration of personal experience, I may use the following statement of actual conditions. In the City of St. Paul prior to November 1914, the Illinois Central Railroad Company was the defendant in personal injury suits aggregating approximately a million and a quarter dollars. The Company owns about forty miles of track inside the State of Minnesota. The plaintiffs in these suits, were, practically all of them, non-residents bringing cases extending as far west

as the western limits of Iowa, and as far south as Mississippi. Without criticising the method of the court procedure, or the holdings of the courts in Minnesota, it is perhaps sufficient to say that the decisions in that State were generally regarded as advantageous to a plaintiff's suit. A rigid inquiry being instituted disclosed that a number of lawyers in St. Paul had established various points in Illinois, Kentucky and Iowa with paid solicitors to secure the claims of injured persons. It was the business of the solicitor, upon hearing of an injured employee, to interview the representative of the man killed, or the injured person if living, and by quack representations sufficiently impress the claimant with the ability of the particular lawyer he represented, and the advantages to be had in instituting a suit at St. Paul, or in the State of Minnesota, and further assuring the claimant of the great damage which would result to him by listening to any talk of compromise with the claim agent of the Company. This was usually followed by a contract in the name of the attorney by which the case was practically turned over to the St. Paul lawyer, who was to receive, usually thirty-three and one-third per cent of the amount collected, in consideration of which, the lawyer agreed to make all investigations of the case, transport the plaintiff and his witnesses from the foreign state to the State of Minnesota, pay the hotel bill and expenses for a stay in St. Paul, and during the interim, to pay to the claimant usually a stated amount ranging from twenty-five to seventy-five dollars per month, and in some instances more. All costs of appeal and every expense incident to the litigation, was to be advanced by the lawyer. (All money advanced on monthly allowance, as well as costs of every kind, to be adjusted at the close of litigation, and these expenditures, of course, not to affect the thirty-three and one-third per cent fee of the lawyer.) Surrounding this attorney in the city of St. Paul were several physicians and surgeons, men of considerable ability and apparently good standing in the medical profession, who were ready and willing to take charge of the injured person upon his arrival in St. Paul, and during the course of pretended treatment in that city, qualify themselves to testify to the very great, lasting and permanent injuries the plaintiff had received. The disadvantage at which the Railroad Company was called upon to defend, under such circumstance, was quite apparent. The trial of a few of these cases soon illustrated that rank perjury was being practiced, yet the scene of trial was so remote from the place of accident that it was quite impossible to have the witnesses present, or properly prepare the case in advance, as it could not be prophesied upon which particular fact the perjury would concentrate. Two or three large verdicts were secured, and conditions were such that the Company determined upon an active, aggressive effort to eradicate the evil as it existed at that point, and plans were

laid accordingly, it being recognized at the threshold that the power to be combated was the "ambulance chasing" lawyer, the physician who supported him, and the solicitor whose business it was to procure the testimony.

It so happened that the newspapers of St. Paul had for some months been watching the practice of these lawyers which was fast clogging the progress of the courts. They had no concrete facts upon which to direct the attention of the public, but were evidently willing and anxious to correct the evil, desiring to accomplish nothing but that which would be to the best interests of the public generally, realizing, as one of them put it, that the tax-payers would have to pay the piper. They watched and fairly and impartially published the proceedings disclosed by the various suits. The climax of the situation probably developed through a case in which a trusted employe feigned injuries, to all intents and purposes, resulting in a fall from a box car. He was taken to a hospital, and there conveniently secreted was an expert court reporter who immediately proceeded to take down the interviews between the supposedly injured man and the various solicitors of the St. Paul lawyers who called on him. The competition was strong. Finally one of the lawyers himself put in an appearance and again the details of the accident were taken down at first hand. The physician, acting at the instance of the lawyer, proceeded to take the man in charge and furnished a report to the Company as to the grave and dangerous injuries which the man had received, all of which were absolutely false and untrue. A suit was actually instituted. The time for the trial approaching, we took the affidavit of the man himself into court in support of a motion to dismiss the suit. In detail the fake plaintiff stated that he never was injured at all, that he did not fall from the car, and that representation by the physicians and plaintiff's lawyers were false. This matter got into the St. Paul and Minneapolis papers, was published in full and then followed some forty or fifty editorials and news items, many of which were copied in the newspapers of other cities and towns, so that the methods of the "ambulance chasers" were published far and wide, and was of great advantage to the Company.

During the year mentioned in the City of St. Paul, about fifteen cases were tried. By persistent efforts, each case was won and some nine or ten were tied up by injunctions procured in the State where the plaintiffs resided, restraining them from prosecuting their suits in foreign courts. Usually in the trial of a personal injury case, the sympathy of the jury, to begin with, is all for the plaintiff, but not so in these cases. By turning the light on the methods of these attorneys, a prejudice soon began to manifest itself

against "foreign personal injury suits" and if anything, the juries were for us rather than against us. The leading one of the injunction cases referred to was tried in Paducah, Kentucky, where a temporary injunction was issued. A motion was later made to dissolve the injunction but was overruled, and the case was taken to the Court of Appeals of Kentucky where the plaintiff asked to have the order of the lower court reversed. The position of the lower court was sustained as a result of which we have in a measure at least in that state established the railroad company's right to prevent the people of that State running into foreign states for the purpose of securing an inequitable advantage. We hope ultimately to procure a holding by the court of last resort in Kentucky which no doubt will have a very beneficial effect on the "ambulance chasing" lawyers.

In most every community the "ambulance chasing" lawyer with some particular doctor as his friend is apt to be found. The larger the city, of course, the more of them there are. This is an evil which probably must always be contended with and for which I really have nothing new to present. My remarks are chiefly pertinent in the light of my experience at certain points where the contagion of personal injury suits exists, and like a pest, bother the people of that particular locality, and cause the Company the expenditure of large sums in assembling witnesses so far from their base. In these pest ridden communities, I would respectfully urge the adoption of a well defined plan of campaign by which everything is contested, nothing settled, and to cause as much publicity to the disreputable practices, as you are able to secure, for in these cases while the plaintiff's claim may have merit, the practice is dishonest, unjust and outside the pale of decent ethics. To treat the "ambulance chasing" lawyer as an outlaw, a bandit, granting him no quarter, giving none, making him earn every penny he receives. Experience, limited though it may be, has taught me that while some one case may, through this process, cost a little more, the excess is saved many times over in the course of continuous litigation. The "ambulance chasing" lawyer would deny his occupation before a court, he would resent the imputation as a slander. He should be called by his right name, treated as one who plunders through the misfortunes of others. He should be driven out of the business. I do not believe in an attack by direct proceedings against him for champerty or maintenance or barratry. You will simply make him a martyr and arouse public sympathy for him. The best way in my judgement to injure his business is to beat him in his law suits, to beat him by determined effort and by planning against perjury and the unfair methods he invariably employs.

ILLINOIS CENTRAL

— AND —

The Yazoo and Mississippi Valley Railroad Companies

Publicity Bulletin No. 17

CAR SHORTAGE

There is an **ABNORMAL CONGESTION OF CARS** loaded with export material **IN THE EAST**, due to **SCARCITY OF SHIPS** and **STORING FACILITIES**.

This naturally has brought about more or less of a **SHORTAGE** of cars in the **MIDDLE WEST AND SOUTH**.

When **RAILROADS PROVIDE** the necessary equipment to **HANDLE THE TRAFFIC** that is offered under normal conditions, with **REASONABLE PROMPTNESS**, they have done **THEIR PART** and cannot be **JUSTLY CRITICISED** for delays to cars that are being used as **WAREHOUSES ON RAILS** other than their own, and for causes **OVER WHICH THEY HAVE NO CONTROL**.

The present situation is a **"CONDITION AND NOT A THEORY"** and can be alleviated in two ways:--

1st:--By every shipper **LOADING** and every consignee **RELEASING** within **TWENTY-FOUR HOURS** all cars that have been placed at their disposal.

2nd:--By the **PROMPT MOVEMENT** by transportation lines of all empty cars to points where freight is awaiting shipment, and the handling **WITHOUT UNNECESSARY DELAY** of loaded cars to destination.

The shipper who has **REPLENISHED HIS STOCK TO-DAY** may be in need of **ADDITIONAL SUPPLIES NEXT WEEK** and it is only through the **CO-OPERATIVE EFFORT OF ALL SHIPPERS AND THE CARRIERS** that the best results can be obtained.

If you will do **YOUR SHARE, MR. SHIPPER**, the **TRANSPORTATION LINES WILL DO THEIR'S**.

Passenger Traffic Department

Little Talks with the Rambler

Service Notes of Interest.



Spring Fever Gossip

“WELL, well, Tyro, Old Man! Where did you get the fine Rook-wood vase?” Such was my salutation as I unexpectedly walked in on the individual mentioned in his little cubby-hole of a room, and noted on a shelf in the corner a huge bunch of beautiful, white hawthorne blossoms loosely arranged in what was once a large size earthen paste jar. Tyro was sitting tipped back in his chair, with arms thrown up and the back of his head resting in the palms of his hands held together by interlocked fingers. He was gazing intently at the beautiful blossoms offset in their loveliness by the tracery of branches and their supplementary green leaves. Remembering his love in the olden days for the out-of-doors and all that pertains thereto, he wore, I thought, a far-away dreamy look, as though in mind he was completely removed from the city’s strife and confinement and was out where the blossoms grew. In fact, it would have been entirely in harmony with what I knew of him to have him tell me that he himself had gathered that exquisite bouquet on some hasty outing in the country, although I later learned that such had not been the case. They had been contributed by a co-worker, on the newspaper which Tyro honored by his gifts, who lived far out in the suburbs.

Tyro, by the way, was not his name, but an appellation he had earned in his

college days, and which had stuck, account of his signing his early contributions to the press with the pen name of “Tiny Tyro.” Since those days he had been through the crucial mill of newspaper writing from a space writer and cub reporter up to his present position, which was that of editorial writer. We had been friends from boyhood, and, as I have intimated, we went through college together. Of late years, however, we saw but little of each other owing to the circumstance of our business life lying in different directions. We, however, managed to see each other occasionally, and always on the old familiar footing of our younger days. When, therefore, on this particular occasion I found myself unexpectedly down-town well toward evening one Sunday afternoon, I happened to think of Tyro and that he would probably be grinding at his desk at about that time for the morning edition, and so went up and found him as described.

On hearing my voice he jumped from his chair with a hearty salutation, asking where I had rained down from, why I hadn’t seen him oftener, knowing that I was more free to come and go than he was, and suggesting that there was always the telephone that took but a moment when time admitted of nothing better. Forcing me into his only chair, he seated himself on the top of his desk and looked me over long and earnestly,

with an expression and attitude which made me feel sure of the sincerity of his welcome. I apologized, however, for intruding in what was possibly his working hours, knowing by experience that men in his profession were not over-pleased as a rule at the intrusion of visitors when their best concentration was desired. "Oh, that's all right," laughed Tyro, "you know the story of battles are often written on the field. But I was through, I guess. I have pushed a bit of stuff over, and doubt if I would have gotten any further today even if you hadn't come along. It was mighty hard work any way, doing what little I did do. In fact, I guess I have spring fever." "That's what I thought," I replied, "when I found you so absorbed in those hawthorne blossoms as not to hear me come in. But possibly it was not those that were on your mind. It was some deep thought, perhaps, calculated to benefit mankind when put into form in your inimitable way on that pad of paper." "No," was the smilingly response, "I doubt if I was having any deep thoughts. In fact, I *know* I have the spring fever. My mind was away with those blossoms. Remember when we used to go into the woods every Sunday at this spring time of the year in the old college days?" I nodded my response, and fell myself into the reminiscent mood. "Well, for one thing," Tyro continued, "you know this has been the first hot day we have had, and it has probably taken a little starch out of me. Then Quad brought me in these hawthorne blossoms, and as a climax I found in this little publication here an article that went deep down into my system. Let me read you enough of it to show its drift." Reaching over he picked up from the top of his desk a neat appearing periodical and hastily read from it snatches of the plaint of a brother editor as to why he could not write. "I will not bother about names and localities," Tyro prefaced, "but just skim enough of this to give you an idea of its infectiousness. Later you might be interested to read it in detail. Now listen:

"Spring is here and we 'know a bank whereon the wild thyme blows.' * * * Where we are writing this, the maple trees are in full leaf and the breeze blowing over the hills is laden with vernal odors. And yet the Editor * * * disregarding the spring season and all it implies, is calling stridently for copy. Why, confound it all, * * * the hills are covered with the purple bloom of the wild plum and the woods are full of purple iris, * * * the star-like blossoms of the dogwood are floating in the air which is heavy with the odor of locust flowers and you ask for copy; the king fishers are darting like flashes of blue fire along the surface of the streams; the crystal water from hundreds of springs is trickling and falling melodiously down the moss-covered rocks and the birds are mating everywhere, yet you prate for copy. But all nature is calling on her children to lay aside for a brief space their ordinary cares and come to her if only for a few days to be refreshed, and how under such circumstances can we be expected to grind out copy when we might be tasting all these delights. * * * Back to Nature where * * * Back to—confound that trolley car—it has broken the train of thought and brought us back with a jerk to the everyday world where most of us live and move and have our being. We are free to confess that a limited number of days of this 'back to nature' is quite enough, but you should have them at least twice a year to enable you to enjoy and appreciate more thoroughly the comforts and conveniences which the city affords and Dame Nature does not." "There!" was his exclamative as he threw the paper on his desk, "between the heat, those blossoms in the corner, and that article, do you wonder that I am through writing for the day?" "No," I said, "you have my sympathy. I feel more or less that way myself. But how is the good wife and the kiddies?" "O, they are all right, thank you. But perhaps that's another reason," he added reflectively. "They have gone away for a week's outing, and I am left to my own resources."

"Good," I exclaimed, "let's both of us go up and spend the evening with the Rambler, for I know he is in town." Tyro's acquaintance with the Rambler was of long standing although not of such an intimate nature as that between ourselves. "Agreed," he said enthusiastically, "although," was the reflection, "I rather half thought I would go out into one of the parks and sit on a bench for a while. Somehow or other a stuffy apartment does not exactly appeal to me this evening, even if it has been quite a long time since I have seen the Rambler. However, it is such a rare opportunity for us three to be together that I guess I will adopt your suggestion." O, forget that 'stuffy apartment' idea," was my reply. "The Rambler has recently moved into new quarters, on one of the boulevards in a section of the city where there is more or less clear open space; and best of all, his apartment has one of those modern open porches, so we will be very close to being out-doors. We certainly will not let the Rambler keep us inside while he expatiates on some recent acquisition for his library or for his stamp collection."

So we started; not, however, before Tyro had removed the hawthorne from the jar, replenished the latter with fresh water and then carefully rearranged the blossoms in the jar. This last he did in a most artistic manner, remarking as he finished, "the old paste pot makes some Rookwood after all."

In due course we received a hearty welcome from the Rambler. As I rather anticipated, that individual made no suggestion whatever as to our staying inside but took us immediately out on that wonderful porch of his. Cozily seated in our host's most comfortable chairs, which he brought out from the library in special honor of our visit, we began to enjoy a delightfully social evening. We watched the animated scenes of the brilliantly lighted boulevard, and talked on many subjects of common interest. Incidentally I touched on the mood in which I had found Tyro in his little den, and laughingly described

to the Rambler as well as I could what he had read to me. "O, yes, I know that article," was the quick response. "It was in the 'Way-Bill,' published by the Traffic Club. I have a copy of it on my desk in the office and I remember reading it. But the writer of that charming little effusion has nothing on me in a way, as I, too, have a certain phase of the spring fever. Somewhat less poetical, however, than his, and possibly it might be twisted to the assertion that I am taking my usual 'spring medicine'." He said this with a little chuckle as though there was a humorous side to it. So, as we expected, he quickly explained by adding, "I too, am reading spring effusions, although mine is really the spring crop of inspiration for preparation for the summer. It runs something in this way:

"The wonderfully beautiful scenery along this new route has won everlasting admiration from the enthusiastic tourists who have traversed its picturesque course.' 'Experienced travelers who know what's what agree that in the sustained beauty and grandeur of its scenery, it far excels, etc.' 'The Prince who hunted in this region some time ago said, 'I was deeply impressed by the grandeur and beauty of the scenery.' 'Neither by pen nor picture can justice be done the magnificent scenery.' 'Popularity must always and ever be the proof of the charm of a place—a thing—or a pastime, and when thousands from all points of the compass set their seal of approval by coming year after year to a summer outing place, seemingly there is no argument left.' 'Best of all, one may be out every day in the rare, invigorating air, under blue skies and a bright but scorchless sun, and may know that every long, cool night will bring the refreshing, upbuilding sleep that only the air of the mountains can induce.' 'Glide down enchanting rivers whose shifting blue waters wash the shores of charming green islands.' 'The vacation has established itself in American life as a fixed institution.' 'After crowded intense months of arduous work, relaxation and change of scene is

a positive necessity.' That ought to appeal to you, Tyro," the Rambler remarked in an aside, and then continued. "Splendid hotel, with every comfort that brain can devise and money can procure, it ranks with the best hotels in the country.' I might add there something on the subject of 'the cuisine,' and could go on indefinitely with phrases running the entire gamut from a camp life to a palatial summer resort hotel, from mountain to seashore, from trout brooks to pine forests, from sail boats to steamships, and from stage coaches to the most modern of steam railroads. But I will be satisfied with but one more quotation which seems to me a sort of classic in its way. Mentioning a certain tour, it went as follows: 'It is an investment that means a lot—and you should buy your ticket via that route which will give the biggest dividends in scenic enjoyment and luxurious, smoothly-handled service.' Of course," he concluded, "I am reciting what I remember of phrases from summer folders of railroads and steamship companies, a large stack of which I have on my desk and which in a certain way it is to my interest to peruse to a greater or less extent." "Yes," broke in Tyro, with an assumed growl, "I suppose it is a part of your game to coax people out into the world during the summer season, even including such poor, chained-down chaps as newspaper men. I hope," he continued facetiously, "that you do not forget to remind all that it is their duty to 'See America First'; in which," he added reflectively, "I am sure you railroad people are right. But come," he continued briskly, "you're getting mighty near to talking shop. I know what you are capable of when warmed up on the subject of passenger traffic, and warn you that this is not the season when I am in a receptive mood; although, as you know, there are times when I am more than glad to hear you on that subject, as a matter of both personal and professional interest. But I realize how difficult it is for you to ever get yourself very far removed from what is next to your heart, so on this hot night sup-

pose we compromise by your telling us some interesting story of your experience of getting passenger traffic." "Well, I don't know of anything of peculiar interest in my own personal experience that occurs to me at present," quietly replied the Rambler, as Tyro and myself helped ourselves to fresh cigars from his box while he reached out for his pipe. Then, as we all lit up, he continued, "This may, however, interest you. It is not about anything that happened to me, but an experience of one of our men." Taking a few vigorous puffs from his pipe, as we settled back with our freshly lighted cigars to listen, he began.

"About a year or more ago, one of our representatives whose territory stretches many miles across the northern portion of the country, received a routine letter from the general office quoting a request from a correspondent in his territory who asked the party rate for ten or more from Chicago to ——. The representative followed the usual course in such matters and communicated with the agent of a connecting line in the city from which the correspondent wrote, and in due course received reply that such a party could not be found. 'He must exist, however,' argued the representative to himself, 'or the letter could not have been written.' So a second letter was written to another party in the city referred to, and the reply thereto was most encouraging. It stated that such a party lived in that town, although at that writing he had not been located. The haul involved was a long one for our line, and a prospective party of ten was by no means to be ignored. So, taking no more chances and having lost as much time as was permissible in this preliminary skirmish, the representative made a long journey of some thirty-eight hours to the city, located in an obscure corner of the Northwest, where the writer of the inquiry had been partially located. Reaching there, however, search and inquiry developed the fact that the man who wanted the ten-party rate had moved to another city some distance further west.

He was quickly followed to his new location, and another search began for his whereabouts. Patient inquiry, however, failed to locate him, and finally, tired, disappointed and disgusted, our man gave him up and went into a barber shop to be refreshed by a shave. While in the chair of the 'tonorial artist,' as he was being cleaned up he ventured to remark, 'I came out here to find a man by the name of so and so, but nobody seems to know him around here and I have been unable to locate him. You don't happen to have heard of such an individual?' 'Why,' laughed the barber, 'that's my name.' 'Did you ever live in such a town?' 'Yes, I came from there last week. Expect I haven't been here long enough for any one to know me yet.' 'Well!' was the relieved exclamation, 'I guess you are the man I am after. Did you write the Central for the party rate for ten from Chicago to ——?' 'Yes,' was the response. 'Then you are surely the man I am after. I came to see you about that party.' The barber burst into a laugh, from which he quickly recovered himself, and said apologetically, 'Well, I am mighty sorry, but I have no party.' 'But you wrote the letter,' was the retort. 'Yes, I wrote the letter but in it I did not say I had a party. I simply asked what the party rate was.' Then of course, explanations followed, developing that the barber had at one time been a member of a theatrical troupe, in which connection he had often traveled on party rates. When living in the town first mentioned, he got to gossiping with another citizen of the town as to the old days of travel. It was learned that the latter had also traveled on party rates, but claimed to the barber that such rates did not exist at the present time. The barber thought differently and, after discussing the matter more or less between them, it finally ended in the citizen and himself entering into a wager. If the barber could not prove that party rates were still in effect he was to buy the citizen a suit of clothes, and if it was proven, the barber was to receive a new hat. Hence, the 'Knight of

the Razor' took the very simple but sure course of writing us, asking what the party rate was, and on its being quoted he had proved his case. 'So you see,' our representative always ends with when telling this story on himself, 'the barber got the hat and was decent enough to take me out to dinner; while incidentally, on my return, I took the occasion to visit portions of my territory which it was difficult to get out to very frequently.' "That story's all right," laughed Tyro, "but I have my doubts whether you haven't taken a sufficient amount of liberty with it to hide your own identity. If it wasn't so warm and I had any way of proving it, I would be willing to bet that you were the man who got stung." "Nothing of the kind," was the response, "but perhaps sometime I will tell you of instances in which I have lost out. For no one is immune from occasional defeat. Even your editorials," he said smilingly, "do not always have the amount of ginger and punch in them that they should have." "I guess that's right," smiled Tyro, "especially when the spring fever is on."

While chatting during the evening, we had been much interested in watching the automobiles whiz and chug past, for it was a busy avenue and there was scarcely a moment when from one to a dozen were not directly before us. It had begun to grow late, however, and while the autos were still much in evidence, the street was beginning to grow relatively quiet. So much so, in fact, that we could distinctly hear, as the Rambler closed his story, the unusual sound of the clink, clink, clink of a horse's hoofs on the pavement, in a deliberate and measured gait. Soon there approached within our vision a mail collector's two-wheeled bob-cart, drawn by the ease-taking horse the sound of whose iron shoes we had heard. A horse of any description was a rare sight on that boulevard, but this particular one, and the rig it was drawing—the low-bodied two-wheeled cart of the mail collector—struck us as being rather incongruous as compared with the automobiles of high and low de-

gree with which the street was usually so thickly infested. "Slow, slow," muttered the Rambler. "And the pity of it is that it is Uncle Sam's messenger that seems so behind the times," added Tyro, "although, of course, it is not the fault of the man in the gray uniform who is sitting on that side seat while the horse apparently relieves him of all effort in driving, knowing his way, like a milkman's horse, from box to box and instinctively keeping free from automobiles." "That cart suggests to mind," said the Rambler, "the transition of the railroads from the wooden cars to those of steel. Uncle Sam seems to have expedited us in this last regard without having time to accelerate his own col-

lecting vehicle by the use of the auto. It reminds me of an item in the Bureau of Railway News and Statistics Report for the year ending June 30, 1915. That shows the railroads of the United States had at the time covered by the report, 58,378 passenger cars, of which 10,841 were of all-steel construction and 4,334 had steel underframes. The total seating capacity of all cars in passenger service was 2,277,438."

"I knew he would begin to talk shop," Tyro remarked to me laughingly as he arose to go. Then turning to the Rambler, as he shook hands with him he said, "No use talking, I can't stand anything of that kind today. Good-night," he added, and was off.

Service Notes of Interest

The Panama California International Exposition at San Diego is proving such an attraction that it will be well for agents to keep in touch with what is going on there as a possible aid to ticketing business. The following items are hence in order:

The Exposition is located in Balboa Park, on an eminence, overlooking San Diego and the blue Pacific, with snow-capped mountains for a background.

Tia Juana, Mexico, is just a few miles south of San Diego; this little town has become known as the "Monte Carlo of North America."

The myriad flowers, trees and shrubbery at the San Diego Exposition thrive with a beauty and luxury made possible by the superb climate of San Diego, which is the same every month in the year. Here is concentrated all that natural beauty for which California has become justly famous.

Motion picture stars recently had a two days gala time at the Panama California International Exposition. Among the features was a "Motion Picture Ball," the grand march being led by Miss Edna Goodrich and Dustin Farnum. On one of the days the visiting film stars gave a special program at the Exposition's big outdoor pipe organ, and in addition to a number of special stunts, Miss Myrtle Stedman sang several solos.

The recent big Shakespearean pageant offered at the Panama California International Exposition as a part of the Shakespearean tercentenary celebration, established two records. Not only did it prove the most wonderful pageant ever presented by children of the West, but it established

a record for economy, from the fact that 500 children, representing as many Shakespearean characters, were completely costumed at a total expense of \$500.00. The brilliant colors used did not suffer from cheapness, and the credit is due club women, school children and teachers of San Diego county, who dyed, cut and sewed every garment. All the music for the beautiful pageant was provided by a juvenile orchestra.

Two famous women composers have been honored by the Panama California International Exposition at San Diego. The first person to have a day named in their honor during the year was Mrs. Carrie Jacobs-Bond, who was honored at the Exposition April 27. Several special programs were given and every musical organization on the grounds played the Bond music. An interesting feature was the playing of "A Perfect Day" by the natives of the Hawaiian Village. The other woman to be honored, who is considered the greatest woman composer in the United States and one of the greatest in the world, was Mrs. H. H. A. Beach, for whom May 2, was named Beach day at the Exposition. Mrs. Beach's most popularly known song is "Years at the Spring."

Motorists are finding California's lure unusually strong during 1916. The famous good roads, the length and breadth of the state have proved a paradise for the motorist, and the additional rewards and attractions provided by the Panama California International Exposition are influencing hundreds of travelers. As a part of the Exposition's motor demonstration field where daily tests and special events have been

inaugurated, a bronze button is being given every automobile driver who travels more than 500 miles to the Exposition. A Tiffany silver medal has been offered to every trans-continental motorist by "Motor," the New York magazine. To obtain the Tiffany medal, it is necessary for the driver to check out at New York city and in at the Exposition. One Exposition entrance is open to automobile drivers at a nominal admission, and free parking space is provided on the grounds.

The Michigan Central announces through sleeping car service between Chicago and Portland, Old Orchard and Kennebunkport, Me., on "The Canadian," through the heart of the White Mountains, beginning June 28th. From that date a standard sleeping car will be operated on "The Canadian" daily to the points mentioned, except that car leaving Chicago on Fridays will be operated only to Kennebunkport, and on Sundays cars will start from Kennebunkport. The route is via Michigan Central to Windsor via Detroit, Canadian Pacific to Newport via Montreal, Boston and Maine to St. Johnsbury, Maine Central to Portland (through the White Mountains), Boston and Maine to Kennebunkport, Me. "The Canadian" No. 20, will leave Chicago at 6:10 p. m. and arrive at Portland, Me., at 6:15 a. m. and at Kennebunkport 7:58 a. m. the second morning. Attention is called to the fact that Kennebunk Beach and Kennebunkport are not the same place. There are several hotels at Kennebunk Beach best reached via the Boston & Maine Road station of that name. Kennebunkport and Kennebunk Beach are both on a branch, the former being five and the latter three miles from Kennebunk (the main line) station, twenty-five miles from Portland. The parlor cars and the sleepers, except on Sunday mornings, run through to Kennebunkport. On Sundays the sleeper which left Chicago Friday, train No. 20, remains at Kennebunk station. Particular attention is also called to direct connection of "The Canadian" at Portland with Bar Harbor Express, having Pullman equipment and dining car, Portland to Bangor, leaving Portland 6:20 a. m. daily for Maine resorts, passing Poland Spring (Danville Jct.), Auburn, Lewiston, Belgrade (Lakes), Oakland (for Mt. Kineo), Waterville, Bangor and Mt. Desert points (Bar Harbor, etc.); also connections at Portland with trains for Bath and points along state to Rockland, on Penobscot Bay. Returning "The Canadian" will leave Kennebunkport at 7:55 p. m. and arrive at Chicago 7:55 a. m., the second morning. Last through sleeping cars will leave Chicago, Sept. 2nd, Kennebunkport, Sept. 4th.

In addition to the service of "The Canadian," train 8-22, "The Wolverine," leaving Chicago daily at 9:05 a. m. carrying a sleeping car Chicago to Montreal, connects at

Montreal daily except Sunday with parlor car for Portland and Kennebunkport, thus providing daylight ride through the heart of the White Mountains. Similar service returns daily, except Sunday, from Kennebunkport and Portland via Montreal and the fast "Dominion"—"Western Express."

Chicago-Montreal through sleeping car service will continue all-year and Montreal-Portland sleeping car service will be operated until about middle of September.

Beginning June 5, leaving Montreal 9:25 a. m., except Sunday, parlor car service will be operated to Portland, Me., arrive 8:05 p. m. Effective June 19, from Montreal, the parlor car will be operated through to Kennebunkport.

An innovation in steamship journeys will be the "Courier Service" available on the steamships of the Grand Trunk Pacific this season. On each ship there will be an especially qualified officer, familiar with all points of interest along the route, and with no other duties to prevent him keeping passengers fully informed.

Even without a guide, however, the Alaska trip is one which continually sustains the interest, but the pleasure is heightened with some one to point out the special features.

The "Courier," which is the title this special officer will bear, will name the mountain whose appearance you wish to fix in your memory, will tell you of the salmon fishing as you pass the canneries, of the deep sea search for halibut as a trawler crosses your course, will point out the porpoises at play, will explain if you have the luck to see it, that the gigantic fish, the "Thresher," leaping high out of the water is endeavoring to kill, with the blows of his body, the in-offensive whale who cannot escape him. He will tell you where the best Indian totem poles are to be seen and photographed, and will help the camera enthusiast save a film or two for the best effects. He will tell of the habits of the Indians, "fisher men all" on the coast, but with different customs in different localities; different physiognomy too; until one imagines, on the progress north, that he is sure of the Japanese origin of these Indians, whose ancestors may well have progressed along the Alaska Peninsula and down the coast. The "Courier" will not be idle during the brief interval of the evening when darkness shuts off sight-seeing. He will be charged with the duty of organizing concerts, games and entertainments, and no hour will be without its special amusement.—Grand Trunk Bulletin.

As is generally known, trains of the New Orleans, Texas & Mexico Ry. have been running over the Y. & M. V. between Baton Rouge and New Orleans with their own motive power. Beginning, however, at midnight May 31, 1916, all traffic of the N. O.

T. & M. is now handled between those points with the motive power of the Y. & M. V. This under a new arrangement interesting agents handling passenger traffic to the extent that it involves a certain change in ticket issue as provided for by specific instructions.

This also involves the use of the Illinois Central's Union Station at New Orleans, instead of Terminal Station, by the "Gulf Coast Lines" (N. O. T. & M.), concerning which the General Passenger Agent of the Coast Lines says in an announcement circular, that the new station location enables them to shorten their train schedules between Houston and New Orleans. Hence, he also announces a change in time of through trains between New Orleans, Beaumont and Houston, which time is now in effect, as follows: Train No. 1 leaves New Orleans 8:00 p. m. and arrives at Houston 7:30 a. m.; Train No. 3 leaves New Orleans 8:20 a. m. and arrives at Houston 9:05 p. m. Returning trains from Houston arrive at New Orleans: No. 4, 8:35 p. m.; No. 2, 7:45 a. m. Agents will note that this last is an earlier arrival at New Orleans, giving ample time for connections with trains of connecting lines leaving New Orleans for the North and East.

The following from the N. W. Monthly Bulletin, while addressed to agents of that line will possibly be found of help to our agents as a reminder:

The readiness with which the interstate fares, both basing and through, were adopted, as distinguished from intrastate fares, the smoothness with which they have passed into general use for such travel, and the comparatively small percentage of errors, have been gratifying. Doubtless this was largely due to the extra care taken at the start, following the careful explanatory circulars issued. Continued care will however be necessary to use the interstate basing and through fares (instead of the intrastate fares) for all interstate tickets, especially as after the newness of the situation has worn off, there is a tendency to laxity.

For a passenger making an interstate trip, the interstate fare for proper interstate ticket from starting point to destination is the lawful one, and the railroad through its Agents or otherwise, may not lawfully do anything to defeat the use of the through interstate fare and ticket lawfully applicable for such travel.

Ticket Agents and Ticket Clerks should accordingly be careful not to suggest the use of an intrastate fare or ticket to an intermediate point when passenger asks for a ticket or fare to an interstate destination. This is required by consistency as well as due regard for the interest of the railroads to receive the interstate fares awarded by the Interstate Commerce Commission for use for interstate traffic.

The Burlington has issued an attractive circular entitled "The Cody Road to Yellowstone Park, The Only Auto Route Into the Park," extracts from which read as follows:

"Although comparatively new and but little known, the wonderfully beautiful scenery along this new route from Cody Wyoming (the Eastern entrance) to Yellowstone Park, has already won everlasting admiration from the enthusiastic tourists who have traversed its picturesque course. Experienced tourists who know what's what agree that in the sustained beauty and grandeur of its scenery, it far excels the Park itself, except in one particular—the Grand Canyon of the Yellowstone River.

The route lies across the "Buffalo Bill" country, through the precipitous Shoshone Canyon and the lofty snow-capped evergreen covered mountains of the Absaroka Range, via beautiful Sylvan Pass. This great, Government-maintained highway is one of the grandest mountain motor roads in existence today. It costs no more to enter the Park via the Cody Road than via any other Gateway. Both one way and round trip Pacific Coast tickets via the Billings Gateway can be split," the circular continues, "enabling passengers to enter the Park via Cody, leave it via Gardiner; the reverse of this being also true."

Visitors to Niagara Falls this summer, says the Erie Information circular, will have a chance to indulge in one of the oddest rail trips in the world. The project is a cable railway suspended across the whirlpool, and carrying a car in which forty sightseers can ride at one time.

This tramway is located on the Canadian side, and will operate directly over the whirlpool on six parallel track cables. The trial trip was made on February 10th, 1916, in about seven minutes. The trip can be made in four and one-half minutes, but it is planned to permit it to occupy six minutes by running at half speed part of the time. It is the second cableway of its kind in the world, and the only one in America. Work was started July 12th, 1915, and the cost of the project was nearly \$60,000, of which more than one-half was taken up by engineering construction work. The fare will be 50 cents one way and 75 cents round trip. They are not operating on regular schedule at the present time, but intend to do so during the coming season.

The following from the Canadian Pacific Bulletin in regard to Alaska side trip may be of interest to some of the Central's patrons. "In connection with the Alaska Excursions by Canadian Pacific Steamships, the White Pass & Yukon Route supplies the following information with regard to the Atlin side trip:" Steamers leave Caribou (on the White Pass & Yukon Route 68 miles north

of Skagway) for Atlin Mondays and Thursdays 5:30 p. m. arriving at Atlin 9:30 a. m. Tuesdays and Fridays. Leave Atlin Wednesdays and Saturdays 5:30 p. m. arriving at Caribou on the return trip Thursdays and Sundays 5:00 a. m. On the inbound trip trains leaving Skagway and White Horse in the morning make connection with the steamer. On the outbound trip, steamer makes connection with the train in either direction Thursdays only. By arriving at Caribou Sunday it is necessary to stay at that point until departure of trains Monday. There are two hotels at Atlin: rates \$1.00 per night for bed and 75 cents for each meal. These hotels have pretty good accommodation. On arriving at Atlin, tourists generally make a trip out to the mines a few miles from Atlin proper. Stages run regularly on arrival of steamer from Caribou; the fare is said to be \$1.00, and the trip occupies the greater part of a day—meals can be obtained at any of the camps for a nominal sum. On Saturdays, when there are five or more tourists and the steamer has no other work to do, passengers are given a free trip to the Llewellyn Glacier which takes something like six hours. Free lunch is served on the trip. It is seldom that the steamer has not time to make the whole distance to the Glacier but if time does happen to be limited, she goes as far as Goat Island, within sight of the Glacier and takes about four hours for the round trip.

The Union Pacific have made the following announcements in connection with their train service: Tourist sleeper is now operated through between Chicago and Seattle (instead of only Portland, as heretofore) in "Oregon-Washington Limited Nos. 17 and 18 via Northwestern to Omaha thence Union Pacific System; a standard sleeper is also in service between Chicago and Seattle, both cars being handled on the following schedule:

| No. 17 | | No. 18 | |
|-------------|--------------|-----------------|--|
| 9:35 P. M. | Lv. Chicago | Ar. 11:00 A. M. | |
| 10:30 A. M. | Lv. Omaha | Ar. 8:15 P. M. | |
| 7:00 P. M. | Ar. Portland | Lv. 10:00 A. M. | |
| 4:40 A. M. | Ar. Tacoma | Lv. 12:45 A. M. | |
| 6:15 A. M. | Ar. Seattle | Lv. 11:15 P. M. | |

This train carries free reclining chair car Chicago to Portland, electric lighted throughout, a la carte dining car service, steel equipment. "Oregon-Washington Limited" is just three nights en route.

A daylight ride of 200 miles along the scenic Columbia River is a feature enjoyed by patrons of this train in either direction. Only one coupon necessary from Omaha to Seattle or between any two points on Union Pacific System. This "One coupon" plan was recently inaugurated for the convenience of all ticket agents.

We are advised by the Grand Trunk of the following important changes on that system that will take place June 25th: No. 8, leaving Chicago 10:55 a. m. daily for Detroit, Port Huron, Niagara Falls and New York, in addition to present equipment will have an observation parlor car, Chicago to Detroit, Mt. Clemens and Port Huron. New train No. 4 will leave Chicago 3:00 p. m. daily for Niagara Falls, Buffalo and New York, and will carry observation sleeping car to Buffalo, through Pullmans and coaches to New York, and from Buffalo to New York will be known as the "Black Diamond." It will also have Pullman sleeper, Chicago to Toronto via Hamilton. The International Limited, No. 14, will leave Chicago 6:05 p. m. daily (instead of 5:00 p. m.) and arrive Toronto same time as at present, viz 8:35 a. m., and Montreal 5:45 p. m., making less than 23 hours service Chicago to Montreal. It will carry through coaches, standard sleepers and compartment drawing room sleepers, and observation sleeper Chicago to Toronto and Montreal. Night Express No. 6 will continue to leave Chicago at 11:00 p. m. daily.

"Railroading isn't the hard and bitter business some folks think it is," said Louis W. Hill, heir to the power of the late James J. Hill, in a remarkable interview with Jack Lait. "It is very close to the people. It is an affair of sympathies and sentiments."

The railroad world today realizes this as never before. The successful railroad is coming to mean the one that keeps close to the people. The day of "the-people-bet damned!" railroad, the "all-the-traffic-will-bear" railroad, is past in the United States. The railroads are talking straight to their patrons about their mutual interests and needs as they never did before.

It is a proof of the vision and the genius of James J. Hill that he grasped this simple but immensely significant fact long before it had become almost a commonplace in the railroad world. His roads reaped the benefits of a wise policy, and the son is evidently the true heir of this essential part of the father's wisdom.—Chicago Record-Herald.

"Ticket Selling Talks," the monthly bulletin of the Santa Fe, has the following to say in regard to folders which is equally applicable to the Central: When giving out time-card folders to the public be certain that they are current. Folders are issued and distributed as a general rule about once every thirty days. When supply of a new issue is received, if there has not been a general change of time made previous thereto, supply of old issue should not necessarily be destroyed. Folders are rather

an expensive item and it is our desire that as great a saving as possible be made of them. However, when there has been a change of time made on some certain division only, agents when giving out folders which do not show current information relative to such change should advise passengers that a slight change in time has recently been made on such a division.

Mr. C. E. Stone, Passenger Traffic Manager of the Great Northern, calls our attention to the Colville Indian Reservation which will be thrown open for settlement this summer. The Reservation, he says, is located in the northeast portion of Washington; being bounded on the east and south by the Columbia River and on the west by the Wenatchee-Oroville branch of the Great Northern. The points of registration located on that line are Spokane, Wenatchee, Colville, Republic and Omak. The latter point is within the boundaries of the registration and the others are within a short distance. The registration dates are July 5th to 22nd, inclusive. The drawing will be held at Spokane beginning July 27th and entries may be made beginning Sept. 5th. The regulations for the opening of the Reservation have not yet been announced, but will no doubt be similar to those used for opening the Berthold and Fort Peck Reservations.

The Great Lakes Transit Corporation, operating between Buffalo and Cleveland, Detroit, Mackinac Island, Sault Ste Marie, Marquette, Houghton and Duluth, announces that it has taken over and will operate the passenger steamships "Octorara," "Juniata" and "Tionesta," formerly owned and operated by the Erie & Western Transportation Company, Anchor Line. Intended sailings of passenger steamers for the season of 1916 are as follows: Leave Buffalo and Cleveland on Mondays, Thursdays; Detroit on Tuesdays, Fridays; Mackinac Island and Sault Ste. Marie on Wednesdays, Saturdays; Marquette and Houghton on Thursdays, Sundays; arrive Duluth on Fridays, Mondays. Returning, leave Duluth on Saturdays, Tuesdays; Houghton and Marquette on Sundays, Wednesdays; Sault Ste. Marie and Mackinac Island on Mondays, Thursdays; Detroit and Cleveland on Tuesdays, Fridays; arrive Buffalo on Wednesdays, Saturdays.

William Sproule, president of the Southern Pacific Company, writing on the subject of "Who Owns the Railroad," in Leslie's, says:

"There are in the United States over a quarter of a million miles of steam railroads, which have about six hundred thousand shareholders and about a million and three-quarters of employees. This figures, roughly,

one shareholder to three employees. If you will average the railroad shareholders according to the railroad mileage they would stand within seven hundred yards of each other along every mile of steam railroad in the nation. This means that throughout the United States each shareholder would be in plain sight of two other shareholders along the right-of-way, under conditions of normal vision."

The Burlington gives advance notice of train service changes effective June 4th, among which are the following: Trains Nos. 1 and 10 between Chicago and Denver will be restored to service; train No. 1 leaving Chicago at 5:30 p. m., arriving at Denver 9:15 p. m. It will carry a lounge car, standard sleeping cars, dining car, chair car and coach. The schedule of train No. 9, the Colorado Limited, will not be changed, nor will the equipment, except that it will carry an observation sleeping car instead of a lounge car. Train No. 5, Chicago-Nebraska Limited, Chicago to Omaha and Lincoln, will leave Chicago at 6:15 p. m., run via Plattsmouth, and arrive Omaha and Lincoln the same as now.

The Canadian Northern Railway System announces its intention of opening on or about July 1st, a fishing lodge at Orient Bay, on the Nipigon River, famous the world over for the wonderful trout fishing to be had in its waters. The lodge will be operated as an annex of the company's Prince Arthur Hotel, Port Arthur, Ont., and will have accommodation for about 25 guests. Accommodation must be reserved in advance from the management of the above hotel, who look forward to a very successful season at this resort.

The "movie" showed a bevy of shapely girls disrobing by the "old swimming pool" for a plunge. They had just taken off shoes, hats and coats and were beginning on——. A passing freight train obscures the view. The next scene shows them in the water.

An old railroader sat through the show again and again.

Finally a friend tapped him on the shoulder and said: "Aren't you ever going home?"

"Oh, I'll wait a while," was the answer. "One of these days that train is going to be late."—Exchange.

The C. M. & St. P. have recently made the following important changes in train service. "The Columbian," train No. 17, now leaves Chicago at 10:10 a. m. instead of 8:30 a. m., arriving at its Pacific Coast destinations—Butte, Spokane, Portland, Seattle, Tacoma—the same as formerly. "The Day Express," train No. 7, for St. Paul and Minneapolis, now leaves Chicago at 8:15 a. m. instead of 10:10 a. m.

It is announced that the stage lines in Yellowstone Park will be continued this season substantially as in previous seasons. It is expected, however, that commencing with the season of 1917 automobile equipment will be used exclusively. The regulations governing the use of private automobiles in the park will be continued in a modified way as in 1915.

Student (at the station)—“What! A dollar and a half for an upper. I only paid a dollar last year.”

Ticket Agent—“I know, but you see there

has been an increase in the berth rate since then.”—The Right Way.

“Met the original tightwad the other night.”

“What did he do?”

“After I bought him dinner, theater tickets and a midnight supper, he wanted to match me to see who paid the carfare home.”—Louisville Courier Journal.

One thing worse than a quitter is the chap who is afraid to begin.—Personality.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲ ▲

The following article from the pen of General Foreman William Woods at Gwin, Mississippi, is one that deserves careful reading on the part of employing officers and employes generally. It shows that Mr. Woods is a student, and is alive to the great advantage to be derived by this Company from the prevention of malaria among its employes.—Editor.

IT may appear unusual for one other than a physician to discuss things pertaining to medicine and disease, but there is nothing, perhaps, which causes more inconvenience to a foreman than for his force to be sick, and this article is intended to portray the views of The Southern Foreman upon a subject which has been treated by some of the most prominent medical men of the world. Sickness gives the foreman more concern than all the other causes through which men lose time. The most perfect organization is destroyed when men who are trained in their duties become sick and lay off.

There has been a great deal said about typhoid; the Illinois Central has supplied anti-typhoid vaccine free to its employes; applicants for employment are examined for smallpox vaccination scars; much has been done toward safeguarding the health of the employes. In the South, especially in the low delta country, traversed by the Yazoo & Mississippi Valley, smallpox and typhoid are rarely seen. Yellow fever has disappeared due to the discovery of its cause and the

strict quarantine by the government, but we still have malaria with us. Its cause is the same as yellow fever, rather, it is transmitted by the same means, the mosquito, and its prevention is easy, depending upon the care one takes of one's self.

As it is known that malaria is caused by the mosquito, it follows that if the mosquito is prevented from biting, malaria will not be contracted. The malaria mosquito usually attacks its victim while he is asleep, therefore, the sleeping rooms should be well screened with screen fine enough to prevent the entrance of mosquitos. 18-mesh wire is considered fine enough, and it is not enough to screen the windows and doors, but the flues should be covered to keep the mosquito from coming down the chimney, all knot holes, cracks and crevices should be stopped and in the event that a mosquito has slipped in, the screens should be examined from the inside at daylight in the morning and just before dark at night. The mosquito lights on the screens at these times and is easily killed.

There are two kinds of mosquito and

many types. The *Culex* is a city mosquito and will not transmit malaria; the Genus *Anopheles*, of which there are four types, is the malaria mosquito and is easily distinguished from the *Culex*; the *Anopheles* is primarily a country mosquito and does not breed in large bodies of water, but in small, shallow places, therefore, the premises around the house should be kept free from standing water, all dark, damp places should be oiled and plenty of lime applied, cut the weeds and pick up and bury all cans and bottles which might catch water and furnish breeding places for mosquitos.

As a protective measure in the event of being unconsciously bitten by mosquitoes, ten grains of quinine taken a week during the warm season will prevent chill. This can be divided so that five grains be taken on Wednesday and five grains be taken on Saturday at bedtime. If taken this way no ill effects will ensue and next morning the dizziness usually caused by quinine will have disappeared. It is important that some kind of laxative be taken when needed. All cases of chills from malaria are due to ignorance or neglect. A person with lice upon his body would waste no time before getting rid of them. Malaria is only a parasite in the blood which destroys the red blood corpuscle and decreases the vitality until enough of these corpuscles have been destroyed to cause a paroxysm or chill.

Many persons infected with malaria do not develop chills and subsequent high temperature, but drag around, feeling too bad to attend to their work and not bad enough to go to bed, complaining of the weather or climate. Others have a slight fever or rise in temperature without the chill. Some have accompanying soreness in the side, still others do not know that they are infected with malaria because of greater vitality, enabling them to throw off the poison, but furnish a means for spreading malaria because the mosquito that bites them will infect the next person it bites; rather, it is claimed that it requires about seven days for the infection to evolutionize in-

side the mosquito before it can infect a person.

Many remedies are recommended by the "Know Alls," such as putting one china berry in a gallon of whiskey and drinking the whiskey in small doses, putting red pepper in one's shoes, wearing a red flannel belt next to the skin and wearing a buckeye on a string around one's neck. Many persons, and not all of them negroes, either, believe in these remedies and keep on having chills.

Quinine will destroy the malaria parasite and regardless of all said to the contrary will be found in all chill tonics of merit. When the infection is new from the mosquito bite, the parasite is easily killed, but left to multiply in the blood stream, this minute "blood louse" will penetrate to the very marrow of the bones, and the deeper the infection the more quinine required to get rid of it.

The malaria germs multiply or hatch about every three days and those that are so deep in the blood stream that they are not destroyed by the small amount of quinine taken when the doctor prescribes, multiply until in from one to three weeks the infection is as dense as it was before quinine was taken.

There are said to be three kinds of malaria parasites, Tertian, Quartan and Aestivo-Atumnal, they all cause chills and it makes very little difference to the victim which kind he has, except that it requires more quinine to the Aestivo-Atumnal, perhaps, than the others. With a heavy infection it is necessary to take large quantities of quinine systematically, over a period of two months or more, to be sure that it will not remain. There are records of cases where the patient took fifty grains of quinine a day for eighteen consecutive days with no bad results.

Education is necessary to decrease the amount of sickness from malaria. The people who cannot or will not read, must be told how to prevent it. The doctor will tell his patient to take quinine and someone who knows nothing about malaria will recommend something else and because the latter is more pleasant to

take the doctor gets a bad reputation because "Willie Jones had chills and Doctor So and So could not cure him." The people must be educated to know that "that tired feeling" with which so many persons in the South suffer is due to "lice in the blood," and that almost any doctor can put a drop of their blood under the microscope and tell them whether they have malaria or not, and it is the duty of the more fortunate who can study to do so and educate the ignorant persons who cannot read, thereby making themselves more secure from infection and lessening the number of infected persons. During the summer and fall of the year 1915 I had fully 30 per cent of my men laid off with chills at one time. There was not a man working at Gwin except myself who did not have one or

more chills, and those that were not down with chills felt so badly that 50 per cent of their efficiency was lost.

It is my idea to have a committee of employes to inspect the premises of the homes of employes and by a general campaign of education show the men that it is possible to get through the summer season without having chills.

The work done by the Hospital Department in the way of administering quinine generally to all employes exposed to malaria is a grand work. There is nothing that is more annoying to an employing officer than for the force to be sick, and the results obtained by higher efficiency will more than repay the company, as well as employes, for whatever time and expense is incurred in the campaign against malaria.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Mayfield, Ky., January 16, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Illinois.

Dear Doctor:

I want to thank the Hospital Department for the services rendered at the Illinois Central Hospital, Paducah, Ky. I was operated on December 1, 1915, for a rupture on right side by the Hospital Department Surgeons and two weeks from day of operation I was at home.

The entire staff, including the nurses, were very kind and nice to me. I am getting along fine and have had no trouble whatever since my operation.

Thanking you again, I am

Yours very truly,
(Signed) R. M. Williams,
Operator.

Ackerman, Miss., March 8, 1916.

Dr. W. W. Leake,
Assistant Chief Surgeon, I. C. R. R. Hospital,
New Orleans, La.

My Dear Dr. Leake:

I wish to express to you my appreciation of your kind treatment rendered me while in the hospital at New Orleans. I was down and out and had been for nearly two years. I went to New Orleans and placed myself in the Company Hospital for treatment. After examining me thoroughly, I had a number of X-Ray examinations and pictures. The treatment that

I received from doctors and nurses was of the best, and I am most grateful to the Hospital Department.

When entering the hospital I weighed 120 pounds, and could not eat anything without suffering greatly from it. I was very much run down and was not able to do anything. Three months from the time I placed myself under your care I weighed 140 pounds; am working every day and feeling better than I have for years. Words cannot express my appreciation for the good done me.

Everything was done for me good doctors could do. I often wonder what would have become of me had it not been for the Hospital Department.

Hoping to see this in the Company Magazine soon, I am

Yours respectfully,

R. L. White,
Operator.



Illinois Central Railroad Company—The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield, Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage Agent—Chicago, Ill., June 1, 1916

INFORMATION AND INSTRUCTION BULLETIN NO. 6

Ordering Local Excess Baggage Checks—Form GBO 11

32.—Notwithstanding our permanent instructions that local excess baggage checks GBO 11, must be ordered at least thirty days before the stock on hand becomes exhausted, many agents are waiting until their stock of local excess checks is almost, or completely, exhausted before ordering. These checks are not carried in stock, but must be ordered and printed after the receipt of requisitions. It is absolutely necessary that our instructions to order these checks thirty days in advance be complied with.

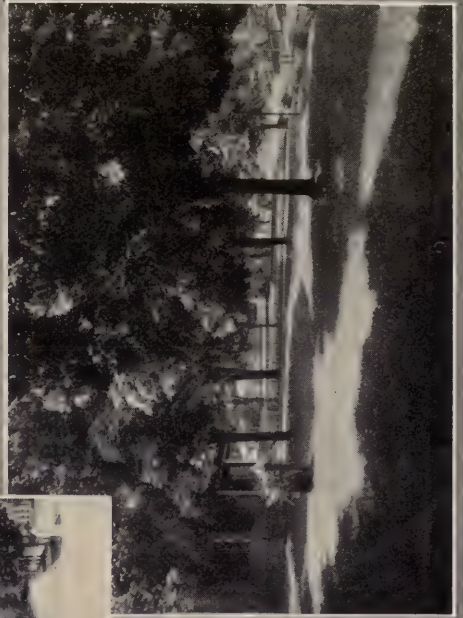
Taking Receipt of Train Baggage on Form GBO 4

33.—In presenting their station bag-

gage waybill books to train baggagemen to be receipted, agents should have the original waybill torn out and hand it direct to the train baggageman or attach it to some of the baggage to be forwarded. When the waybill is left in the agent's book it creates more or less confusion and delay, and is apt to result in the train baggageman not receiving the station baggage waybill.

Hyphenated Numbers on Local and Interline Checks

34.—Agents and train baggagemen will observe that the local and interline checks now being furnished from this office have the hyphenated numbers. The idea of the hyphenated number is that the mind and eye more readily grasp it



Residential Streets
and Park scenes
Hopkinsville Ky

than the old form of number and it reduces the chances of mis-matched checks. We hope that this will be found the case and the number of mis-matches, which heretofore have occasioned considerable trouble and expense, will be greatly reduced.

Misuse of Louisiana Interchangeable Penny Scrip

35.—A connecting line has called attention to the fact that baggage is being checked from points in Louisiana to Natchez, Miss., on Louisiana Interchangeable Penny Scrip Books. These books are valid only for intrastate business in Louisiana and should not be honored in checking baggage to interstate points.

Responsibility in Handling U. S. Mails at Joint Stations

36.—The Post Office Department has promulgated the following rule for determining responsibility of railroad companies in handling transfer mails at joint railroad stations:

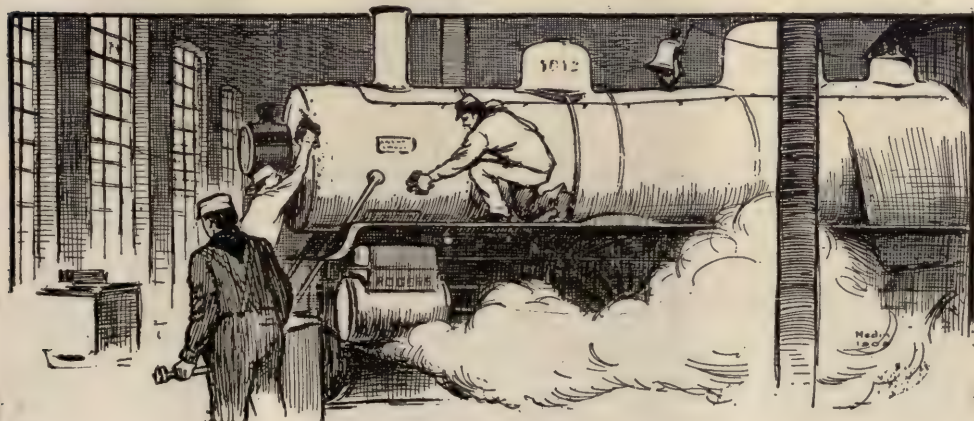
"At joint stations where mail is due to be transferred from a train of one railroad company to a train of another, the mail, after being unloaded from the incoming train, will be in the custody of the company operating the train to which the mail is due to be dispatched, and the transfer will devolve upon that company."

Lost Articles

37.—A great deal of tracing and correspondence is necessitated, and the owners of property lost on our trains and in our stations are permanently deprived of their property through failure of employes to comply with instructions in Rule No. 376, General Instructions No. 4, outlining the method of handling lost articles. If this rule is strictly complied with, it will not only enable us to restore a much larger percentage of lost articles to the owners, but will obviate a great deal of correspondence.

Unclaimed Baggage

38.—Rule 338, General Instructions No. 4, provides that baggage not claimed by the owners within thirty days from the time it is received at destination must be forwarded to the unclaimed baggage room. Notwithstanding these instructions, we find that agents in many cases are holding baggage from two to six months. In a good many instances baggage is not claimed by the owners on account of its being astray and the owners not being aware of its whereabouts. As all baggage received in the unclaimed baggage room is thoroughly examined, it is obvious that the holding of a piece of baggage by an agent for more than thirty days, is very apt to result in its temporary or permanent loss to the owner. Agents should see that rule 338 is complied with.



The Last Word in Training Trips

A Glimpse at the Luxury Which Surrounds the Annual Jaunt of a Major League Club
to the Spring Training Camp

By H. L. Kanter, Special Representative of Baseball Magazine With the Chicago Cubs

THE wealth of baseball as an industry was never more plainly indicated than in the special train which carried the Chicago Cubs to their training quarters at Tampa, Florida. There were singing canaries and billiard tables; in fact, all the luxury that a millionaire could possibly command in railroad transportation.

The farsighted magnate who first conceived and put into operation a spring training trip for a major league ball club would have gasped for breath at sight of the superb special flier which carried the Chicago Cubs to their annual sunning quarters at Tampa, Florida. Baseball has grown in wealth and power and prestige with the passing of the last spring snowflake from year to year, but there is no detail of its marvelous development, neither in the cost of the colossal grand stands nor the fortune involved in club franchises nor the



Courtesy of Mr. George L. Moreland, Sporting Records, Chicago, Ill.

spectacular rise in players' salaries quite so striking as the increasing luxury of this annual jaunt to the Southland.

We are tracing no page from fancy. The truth is strange enough! Here was a special train equipped with every luxury that ingenuity could conceive devoted to the exclusive use of the traveling ball players, the accompanying newspapermen and the owners and directors of the Chicago Club. It was known as the Charles Weeghman Cub Special. Orders flashed along the busy telegraph wires to give this train the right of way. From Chicago to Tampa, Florida, it bowled along on a schedule of clock-like regularity. The crack engineer of the road piloted the train. Robert Carmichael, of the Illinois Central, accompanied the tourists and gave every detail of the trip personal supervision. And the accommodations which he supplied the guests would have made Pop Anson and the rugged players of the old days rub their eyes and pinch themselves to see if they were awake; that these gorgeous accommodations were really for ball players and not for millionaires.

In the first place there were observation car, lounging car and the accompanying Pullmans, all of the very latest pattern, and supplying the guests with the best that any road is supposed to furnish. But there were several additional features, some of them at least unique. There was a band of professional entertainers who accompanied the tourists and exerted themselves to make things pleasant for the company. There was a combination pool and billiard table set up in the baggage car for the use of the guests. There were two pianos (one would not suffice), there were two victrolas and crowning touch of luxury bordering on



Joe Tinker in cab of I.C. engine



Cub party disruption and around I.C. engine 1125 just before Cub Special left for the south.
Tues. Chas. Weegman is seen holding his little daughter.

the fantastic, there were real, live canary birds in cages that regaled the diners in the dining car with their song.

Three of the Cub directors and their wives, including President Charles Weeghman, were of the party. An immense crowd, led by the Mayor of Chicago, came down to the station to see the party off. They were greeted at every town in which they stopped by a welcoming crowd which cheered the Cubs to the echo. Verily the National League has come strong in the last few months in Chicago and Comiskey, popular as he is, can no longer claim a monopoly on the good will of his fellow townsmen.

There were other unique features of this trip. The utter absence of the recruit player was conspicuous. This was a getting-acquainted party between the Federal League and the National League, elements in the new Cubs. But these players comprised a surfeit of talent. There was no room nor space for untried material on that luxurious special.

What with watching the swiftly passing scenery, with music and entertainment, with poker games and the general feeling of good fellowship, the time slipped away even more swiftly than the fifty-mile-an-hour schedule seemed to warrant. These are the incidents of every well-conducted training trip. But there were elements in this particular pleasure excursion (it would be unjust to call it less) which merit special attention.

It is unique for the president of a major league club to play a game of pool with his manager on their own special train while that train is rushing full speed for the south. But such was an incident of this trip. Mr. Weeghman and Joe Tinker, in a spirit of friendly rivalry, played just such a game. The train whizzing along the level roadbed of the Illinois Central R. R. did not jar the table enough to interrupt that game. The Brunswick-Balke-Collender Co. donated their finest make of table and it fully lived up to the established reputation of that firm. True, the game was interrupted, but not by the motion of the train. It was the stentorian voice of Heine Zimmerman announcing that dinner was ready and such a call is irresistible anywhere.

Much has been written of training trips and their influence on the subsequent success of a major league team. Of late the tendency has been to cut into the once established schedule and to minimize the importance of this formative period in club development. But so far as wealth and variety of accommodation is concerned the Cub Special forged ahead of any similar training tour in the entire history of the game. Which was but another evidence that baseball is still advancing, still increasing in popularity.—Baseball Magazine, May, 1916.

"That Ain't My Department"

THAT ain't my Department."

This expression is frequently heard in railroad conversations and usually seems so matter-of-fact that it passes without comment. The one who uses it is very likely what is termed "a good railroad man" and we are so used to accepting his judgment in railroad matters that the thought that he can be radically in the wrong, never oc-

curs. Yet how wrong he is! How narrow and self-centered! How short-sighted to save a little inconvenience and a little time for his Department and cause some other Department to stand a greater expense! Would it not be vastly better to always keep in mind the welfare of the Company as well as that of his own Department and when the opportunity comes, to

boost the other fellow's game instead of trying to make a showing at his expense?

A stockkeeper was starting for home one Saturday afternoon when one of his men called his attention to the arrival in the yard of a carload of bar-iron. "Maybe," said the man, "that car has the bars they need for making the arch bars for the derrick car in the shop. You know they are working on the car tomorrow." "I've been jacked up enough about over-time," replied the stock-man. "If the shop wants the stuff let them dig it out of the car. That ain't my Department." As a result the shop paid over-time wages for men to hammer down new arch bars for the derrick from a larger size of iron, and a stock-man was given a chance to hunt work at which he was better suited than at handling material for a railroad.

A storekeeper received a carload of heavy castings intended for current month's shop output and started to unload them just outside the shop. "You can't pile that stuff there," said the foreman, "there's going to be an inspection party of general officers here in a few days and I've got to keep the premises nickel-plated. Put it out in the yard." "But," said the storekeeper, "you need some of this tomorrow and

some every day until it's all gone. Think of the cost of handling." "That ain't my Department," the foreman replied, and the company stood the expense of hauling the material from the yard to the shop each day while another burden was placed on the storekeeper's already over-taxed payroll.

A section gang was renewing ties through an interlocking plant and dragging the old ties from the track, across the pipe lines, when the signal maintainer came along. "Say, boss," he addressed the foreman, "can't you pull those ties out between the main tracks? You're making me a lot of work in repairing that trunking and cleaning the dirt off the cranks and equalizers." "Too much digging on that side," replied the foreman, "and I ain't got enough men now. Besides, that ain't my Department, anyhow."

It is astonishing how much of our daily work affects some other Department or is interwoven with the duties of some other fellow employe. Just a little study and an honest desire to co-operate will almost always show the way to save a little trouble for the other fellow and save a few dollars for the Company. The man who shapes his daily work along these lines is the one who earns advancement in his position and who is successful in his own business and social life.

Personal Recollections of L. P. Morehouse, Who, Up to the Time of His Recent Death, Although on the Pension Roll, Still Considered Himself an Employe

ALTHOUGH my personal recollections do not extend back of 1857, I learned a long time ago some details of Illinois Central history before that year. One or two of these may be recorded here.

The charter of the company was approved by the Governor of Illinois, on the 10th of February, 1851. Robert Schuyler was the first president. William P. Burrall succeeded him in 1853. John N. A. Griswold came next in January, 1855. William

H. Osborn took the office in December, 1855, holding it for ten years.

Other names I may mention hereafter.

In 1857, Mr. William H. Osborn was president of the company, and I soon made his acquaintance, and not in a specially pleasant manner.

Mr. Osborn was a man who at once impressed his personality upon one. He was of a nervous temperament, came to conclusions quickly and made no bones of ex-

pressing his sentiments on any subject that came up. He was considered a remarkable financier and had been made president when the affairs of the young company had been in a ticklish condition. Some people thought he was too hasty in his judgments, and sometimes unjust to his subordinates, but no one ever questioned his supreme devotion to the interests of the company. After his declining, in 1865, to remain longer as president, he remained "The Whole Thing" until the end of 1882. Whether he was president, or chairman of the Board, a director, and the proxy of the Governor, or whether he had no official standing whatever, he controlled the proxies and elected the Board, and being a dominant man of wide experience he controlled the corporation, and every man in it from the president down.

At spasmodic intervals, Mr. Osborn, descended upon Chicago, from New York, and his coming was marked by a general cleaning up of matters, and a general clearing out, as far as possible, of people who could find an excuse for being out of Chicago.

As I just intimated, my first experience with Mr. Osborn was quite embarrassing. He had recently acquired a large farm down the line and was making improvements there. I was sent down for a few days to attend to some of these and was obliged to give directions about something of which I was totally ignorant. A day or two after I returned I was called into Mr. Osborn's office where he was reading a letter. He looked sharply at me and rasped out, "Did you tell them to do so-and-so?" I was unable to prove an alibi, and confessed that I had done so. Looking into the waste basket, I plainly saw my head lying there. But to my astonishment, Mr. Osborn simply opened his eyes to the widest extent, ejaculated, "Good Lord!" and motioned to the door. After that I never felt any fear of him.

I suppose he had a fellow feeling for me, for it was reported that he had confessed that when he first came with the Board of Directors he did not know what a railroad tie was.

While I was not brought into much business contact with Mr. Osborn, I saw him often enough to feel a little acquainted. On Sunday mornings he would frequently leave the office in time to get over to the Second Presbyterian Church, on the corner of Wabash Avenue and Washington Street, to hear the sermon and would quietly slip into the rear pew. I sat in the next pew forward, and he would occasionally lean over to me and make some whispered remarks on the sermon as it proceeded. "That's the tariff," "He's hitting the railroads now," and the like.

There was nothing peculiar about Mr. Osborn's costume which I remember, except

that it was said he wore the worst hat in Illinois. I have never seen all the hats in the state so I will not vouch for this assertion.

I do not propose in these desultory pages to go into a general or connected history of the Illinois Central, but Mr. Osborn was so intimately a part of this that a few words ought to be given to him here.

In 1867 we leased the Dubuque and Pacific Railroad and Mr. Osborn despite a strong opposition in the Board was successful in bringing this about. It was said in Chicago that the old fogies were satisfied with their ten per cent dividends and were in favor of letting well enough alone. But there were some keen minds who saw the necessity of reaching out for the business of the northwest and giving up the idea that the Central could depend alone on its local traffic and that which would naturally gravitate to it.

Mr. Osborn was very desirous that the Illinois Central should practically extend to the Gulf of Mexico, and as early as 1871 made overtures to the Mobile and Ohio to that effect, but soon changed his mind as to Mobile as a terminus, being satisfied that New Orleans was preferable. He, therefore, immediately took up the matter with Colonel H. S. McComb, who controlled the New Orleans, Jackson and Great Northern, and Mississippi Central, extending from New Orleans to Jackson, Tenn. The immediate result was the extension of the Mississippi Central from Jackson to East Cairo, and the final resultant was the lease in 1882 of the Southern Lines to the Illinois Central.

Having accomplished this task, Mr. Osborn definitely retired from his life work.

The Second Presbyterian Church has been for many years a prominent organization in Chicago, and I might jot down a few items relating to it, some of which had to do with my personal experience. I believe it is a matter of history that several years before my time this congregation had gone out from the First Church on account of the heresy of abolitionism which was spreading therein. Conservatism was the watchword all over the country. But I knew nothing of this and simply attended there because it was the most convenient place for me, as I boarded on Michigan Avenue near South Water Street. That was quite a "toney" locality then. When Albert Edward, Prince of Wales, visited Chicago in 1860, he stopped at the Richmond House, the principal hotel, on the corner of South Water Street, just opposite our boarding house. From our balcony I looked across the street to the hotel balcony when he came out and bowed to the crowd cheering him in the street below. A nice looking young fellow.

But going back to our Presbyterians—whatever the Second Church people may

have thought about "the peculiar institution," it was never alluded to in my time, and I made the acquaintance there of some of the most consistent Christian men I have ever met. It was said to be the wealthiest church in the City and its membership included many of the most prominent citizens. The Honorable John Wentworth, our Representative in Congress, was a more or less liberal supporter of the Church, and a very regular attendant when his duties at Washington allowed him a vacation at home. He was a large man and of a height variously stated at from six feet seven inches to seven feet six inches. The cub reporter would say that he located him for an interview at night by observing at which window in the Tremont House a pair of legs were sticking half way across the sidewalk. He was rather proud of the cognomen "Long John" by which he was generally referred, to both by friends and foes.

He had a pew pretty well up the middle aisle and it was his custom to enter the church just as the pastor, the Reverend Doctor Patterson, the "Presbyterian Pope of the Northwest," was beginning the service. With no light tread he strode to his pew, not removing his hat till he took his seat. It was a tall silk hat and, I think, about as shocking a one as you could find, decidedly worse than Mr. Osborn's.

I have spoken of the character of some of the church members. I had no acquaintance with the Honorable John, although I heard Mrs. Bee say once that she had faith to believe that John finally might be converted.

Incidentally I might say that the church not only looked after our spiritual welfare, but it gave us a regular course of church sociables with their customary hilarious features. At some of the houses where these sociables were held, there would be a dance the latter part of the evening. We always counted on this at Judge Mather's and at Edwin Hunt's. Mrs. Hunt was very popular with the young people; she always tried to promote good fellowship.

Oh, of course, only square dances and the Virginia reel.

Another recreation in connection with the church which I enjoyed was the ringing of the big bell—it was the largest in the city. Mr. Bee, the sexton, was a good natured man and—this was before Tom Sawyer and Mark Twain—he frequently allowed me to ring the bell in his place, for Sunday services and the weekly meetings. After you got it started it went all right if you kept the rythm of it, but some times it would wobble pretty badly. And when it got full swing and turned over you had to let go the rope in time or you would be snatched up to crack your head against the rafters of the belfry loft.

Oh, the church did a good many things for us.

Quite a number of years afterward I was surprised to hear Mr. George Trumbull, who was then the head of the Law Department, say that people went to church principally on account of the social features which attended them. I expressed my dissent, but Mr. Trumbull, who had lived in the rural districts a good part of his life, insisted on his point.

You and I do not agree with him as to our church, but perhaps in case of some men this may be a fact.

Mr. Trumbull, you know, was a brother of the Honorable Lyman Trumbull so long a United States Senator from Illinois.

I think Mr. Trumbull was with us when we were getting ready to improve the Chicago Harbor under the Act of 1869.

What was that? Well, we will get to it by and by.

Mention of the First Presbyterian Church a while ago reminds me that the Illinois Central for many years, modestly and unobtrusively, has been carrying on part of the good work which that organization started more than eighty years ago. The original frame church building on the corner of Lake and Clark Streets gave place to a handsome brick edifice on the corner of Washington and Clark Streets, and this was succeeded by a stone church, near the corner of Wabash Avenue and Congress Street. After the fire the present building on Indiana Avenue and Twenty-first Street was erected.

But the original Noah's Ark of a building was navigated about from street to street, being used for various purposes, until it was finally anchored on its present site and there benevolently appropriated by the Illinois Central as a shelter for wayfarers who when winter winds were whistling without, might thaw themselves out under the genial heat of the big stove.

Since 1880 this historic building has been the Illinois Central Suburban passenger house at Sixteenth Street.

I think it must be the oldest public building of the original city now standing.

Speaking of Sunday matters reminds me of Judge Lane, who was in Chicago, and as Resident Director kept general tab on proceedings in Illinois. I think he had no specific duties but was supposed to make suggestions. Probably some of these were accepted. At a later day the Honorable Nathaniel P. Banks occupied a similar position and evidently had a pretty hard time. At least that is what I thought when I happened to get into his hermit like office and saw how grateful he seemed at anything coming his way. But I was about to say that Judge Lane, good churchman, had an order issued closing the general office on Sundays. Of course the

trainmaster's office had to be kept open as there were some trains running and the people whose duties necessitated their presence on Sundays had special keys given them to the outer door. The rank and file clamoring for Sunday work were ruthlessly excluded. However, I think we all got in after a short time.

I suppose it was in these days when we were not allowed to work Sundays that I used to go Sunday mornings and take a swim in the lake off the breakwater east of Elevator B. Slip C and the land beyond had not then been constructed. Quite a lot of fellows did the same as I did, and as were were far removed from the maddening crowd there was no special bathing costume required and everybody was attired in *puris naturalibus* only.

Happy days!

A good many years later, Judge Fentress, who was the General Solicitor for the lines south of the Ohio River, intimated to me that a Sunday closing law of this kind might be a good thing. He lived on his plantation at Shandy and had his office in the Bolivar passenger station house, secluded from the great world. He told me that he heard that Clarke and Jeffery went to their offices on Sunday, but he hoped Mr. Ayer did not. I was able to quiet his apprehensions as to Mr. Ayer, informing him that the latter gentleman lived several miles from town, and was, moreover, a vestryman in a prominent Episcopal Church.

I am a little afraid that after Judge Fentress came to Chicago to live he himself occasionally visited his office on Sunday instead of going to Church. "Evil communications, etc."

But perhaps it was a case of pulling the ox out of the pit. I can hear him now deprecating the fact that "it takes all my time to keep you fellows out of jail!"

Among the people whom I remember pleasantly in the General Office while I was serving my apprenticeship were Mr. Joseph Kirkland, Auditor, and Mr. William Vernon, who succeeded him.

Mr. Kirkland became Major Kirkland during the war, and afterwards was quite well known as the author of several works of fiction. I recall him often when I meet here (Los Angeles) now-a-days his sister, Miss Cordelia, who is a neighbor of ours.

Mr. Vernon was an old, white haired gentleman, who knew all about accounts, for he had been bookkeeper for the famous Frink and Walker Line that ran stage coaches out of Chicago to several important cities. Oh, he was quite an old man, sixty at least. But he was vigorous for a man of his age. He and I went trout fishing once in Minnesota and he made no complaint about fatigue and rough living.

While I lived in Connecticut I had been in the habit of attending the annual state fairs, so when I saw that the Illinois State Fair was to be held at Centralia I supposed it to be my duty to continue the practice. Accordingly I took the two nights' trip from and to Chicago and spent a day in attendance at Centralia. Please remember that this was before the advent of sleeping cars. The principal thing about the fair, which I recall, was the presence of Mr. James C. Clarke, General Superintendent, tending switch at Main Line Junction.

A good many trains were being run and Mr. Clarke was on deck to personally handle them as they passed this important point. This was characteristic of Mr. Clarke; he was always on the spot where the most important thing was transpiring and he never lost sight of very small details.

He was one of the batch of Baltimore and Ohio people who came to the road in 1856.

Up to that time Colonel R. B. Mason had been Chief Engineer and General Superintendent, portions of the road being put into operation from time to time and entire line of 705 miles being completed in September, 1856. About that time Colonel Mason left the road and, with some others, took the contract to build the Dubuque and Pacific road. I think Mr. John H. Doane was then made General Superintendent.

A considerable space might be given to Colonel Mason. You remember he was Mayor of Chicago at the time of the fire.

He built the longest railroad in the world at that time, the Illinois Central; and also built, as President of the company, one of the shortest, the first street railway in Chicago. This was constructed in 1858 on State Street, and extended from Lake Street to Twelfth Street.

There was great rejoicing when it was completed. Everybody had a free ride the first day. The next year the road was extended to Twenty-second Street. In those days it was not easy to raise money for hazardous undertakings.

In 1850 the bottom had dropped out of pretty much everything. A gentleman whom I had known in New Haven was looking for a safe investment. He told me that a lot on State Street between Washington and Madison Streets had been offered to him at one hundred and fifty dollars a front foot. But it was too risky and he did not take it.

I am informed that this land is now considered worth \$15,000 a foot.

Mr. Doane and Mr. Kellogg went one day to Hyde Park to locate the terminus for the suburban trains which were soon to be put in operation, and in attempting to

board a moving freight train Mr. Doane was killed. I think Mr. Clarke succeeded him; this was before my time.

A good many years later I heard Mr. Clarke narrate an incident connected with his first coming onto the road which was very funny as he told it. He was called about as good a story teller as Abraham Lincoln.

He had heard that there was considerable dissatisfaction on the part of some operating officers on account of the coming of another B. and O. man, and he went out one day incog. to the division headquarters at Amboy to take a look there.

Amboy was purely a railroad town, recently built on the prairie and comprising only a few houses, the shops and the railroad buildings, including a hotel along with the division offices in the same building. Arriving about nightfall he got his supper and then "loafed" around until later in the evening when there was quite a company of railroad men in the hotel lobby, including Mr. Blank, the Division Superintendent. This gentleman, the landlord being absent, was running the hotel as well as his division. Mr. Incog. took a seat behind the big stove and listened to the talk, which was largely on the subject of the new man. Mr. Blank was quite sure he could teach him some tricks and make things generally pretty warm for him. And there was no dissent from his opinion.

Amboy was not then a prohibition district and the pro tem landlord had been treating freely as well as himself sampling the corn juice, so that a sentiment something like "Britons never will be slaves!" was meeting with hearty applause, when Mr. Incog. signified his desire to retire from the festive scene.

Mr. Blank took a lamp and escorted him to his room, where on the bed reposed a large cat in peaceful slumber. "There's that damn cat again!" exclaimed the landlord, and putting down his lamp, he seized the cat and hurled it through the window, demolishing a good part of the sash. One of the pillows from the bed, however, was used to plug up the opening and the guest was left to his quiet slumbers.

The next day there was a surprise-party in Amboy.

A few years later Colonel Blank was killed at the head of his regiment on a southern battle field.

I think it was in 1858 that the Board of Directors proposed to economize by taking off one of the two daily trains that were running between Chicago and Cairo. Mr. Clarke pleaded hard to retain both trains and no change was made.

I forget just what year Mr. Clarke left us, about 1860, perhaps, to return in 1876 as General Manager. I know he was Vice-President in 1878 and President in 1883.

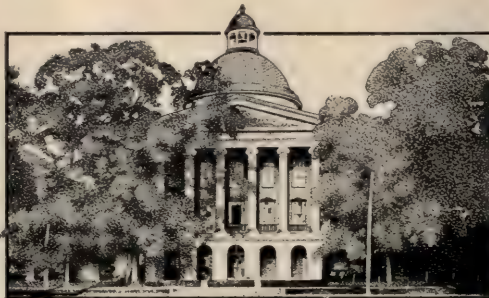
In the pre-historic times of which I am telling, there were some things in railroad operation different from those at present. There was no perfect check on the money paid on trains and it was quite commonly believed that some conductors did not turn over to the treasury all that they received. A great many passengers did not purchase tickets, but paid their fare to the conductor, so that his receipts were large. The following story was believed to be founded on facts.

Conductor Soandso was suspected, and the Superintendent secreted himself in a room adjacent to the one where Mr. Soandso was accustomed to make out his report. This official proceeded to take the money from various pockets and placed it on the table. Then he carefully assorted it into two piles, each containing the same amount. But there was a dollar left over and he was uncertain where to place it. "Well," he said, "I don't know whether I better take it or let the Old Man have it. I guess we'll toss up for it. Heads for the Old Man and tails for me."

And heads it turned up. Mr. Soandso hesitated. "Believe I'll try that again," he said. But it was heads again. "Oh, I guess I'll take it anyway." And he added it to his pile just as the "Old Man" bounced into the room, shaking his fist and crying out, "John, you rascal; that's mine! I've won it fair, twice!"

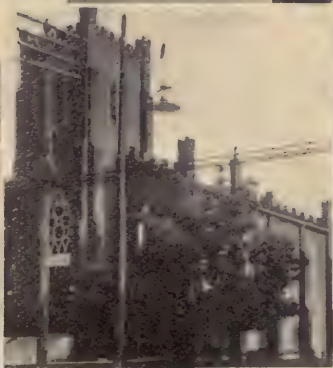
It was never proved that Mr. Clarke was the "Old man," but it sounded very much like him.

L. P. Morehouse.





St. John's
Episcopal Church



Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During April the following suburban gatekeepers lifted commutation tickets account having expired and being in improper hands:

K. F. Emmanuel,
J. H. Quinlan.
T. C. White.

Suburban Conductor J. P. Lennon on train No. 132 April 26th lifted 54 ride monthly commutation ticket account being in improper hands and collected cash fare.

Conductor H. B. Jacks on train No. 5 April 1st and No. 34 April 16th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 1 April 8th he declined to honor foreign interline ticket account having expired and collected cash fare.

Conductor F. A. Hitz on train No. 17 April 24th declined to honor card ticket account having expired and collected cash fare.

St. Louis Division.

Conductor O. S. Fulkerson on train No. 223 April 1st declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. N. Wakefield on train No. 24 April 22nd declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. E. Reader on train No. 2 April 28th lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor W. C. Walkup on train No. 208, April 19th, declined to honor card ticket account having expired and collected cash fare.

Wisconsin Division

Conductor I. B. Stewart on train No. 124 April 1st, and No. 132 April 11th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. P. Reece on train No. 124 April 9th lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor J. T. Birkmeyer on train No. 16 April 24th lifted going portion of trip pass account returning portion being missing and collected cash fare.

Conductor L. Bowley on train No. 331 April 24th and 27th, and train No. 330 April 28th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Kentucky Division.

Conductor D. E. Carroll on train No. 122 April 13th declined to honor card ticket account having expired and collected cash fare.

Tennessee Division

Conductor W. B. Pope on train No. 110 April 2nd lifted 46 ride monthly commutation ticket account having expired and collected cash fare.

Conductor J. E. Nelson on train No. 207 April 10th declined to honor card ticket account having expired and collected cash fare.

On train No. 207 April 13th he lifted going portion of card ticket account returning portion being missing and collected cash fare.

On train No. 204 April 15th he lifted employe's trip pass account having expired and collected cash fare.

Conductor J. W. Robertson on train No. 122 April 10th and No. 132 April 28th declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 121 April 24th he declined to honor trip pass presented for passage via indirect route and collected cash fare.

Conductor J. A. Cunningham on train No. 11 April 16th lifted annual pass in accordance with bulletin instructions and collected cash fare.

Conductor F. S. Ball on train No. 39 April 16th lifted identification slip account passenger not being provided with pass and collected cash fare.

Mississippi Division

Conductor F. J. Hines on train No. 5 April 18th declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 24 April 27th he declined to honor mileage book account having expired and collected cash fare.

Conductor R. F. Cathey on train No. 23

April 3rd lifted identification slip account passenger not being provided with pass and collected cash fare.

On same train and date he declined to honor returning portion Sunday excursion ticket account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 24 April 18th declined to honor mileage book account having expired and collected cash fare.

On train No. 5 April 29th he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Louisiana Division

Conductor R. E. McInturff on train No. 24 April 1st declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. E. Broas on train No. 1 April 3rd declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor L. E. Barnes on train No. 34 April 5th declined to honor mileage book account having expired and collected cash fare.

On train No. 34 April 19th he lifted trip pass restricted to intrastate travel account being presented with local ticket for an interstate trip and collected cash fare.

On same train and date he lifted annual pass presented with letter calling for transportation outside of territory in which same was good for passage. Passenger refused to pay fare and was required to leave the train.

Conductor T. A. Moore on train No. 31 April 10th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Conductor G. O. Lord on train No. 6 April 30th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On same train and date he lifted employe's term pass account signature on identification slip having been altered. Passenger refused to pay fare and was required to leave the train.

Memphis Division.

Conductor J. S. Lee on train No. 314 April 17th declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

On train No. 314 April 27th he lifted mileage book account being in improper hands and collected cash fare.

Conductor R. H. Kerr on train No. 46-139 declined to honor card ticket account having expired and collected cash fare.

On train No. 47 April 24th he declined to honor returning portion of Sunday excursion tickets account having expired and collected cash fares.

Conductor P. D. Richards on train No. 12 April 29th declined to honor mileage book account having expired and collected cash fare.

New Orleans Division

Conductor C. Davis on train No. 22 April 14th declined to honor mileage book account having expired and collected cash fare.

Conductor R. E. Cook on train No. 22 April 21st declined to honor mileage book account having expired and collected cash fare.

Illinois Division

Conductor George Lindsay, extra 1576, May 31, has been commended for discovering and reporting CFDX 54967 without light weight stencilled on same. Arrangements were made to have car stencilled.

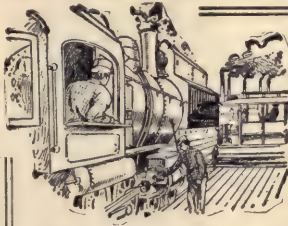
Conductor J. McManus, extra 1754, May 20, has been commended for discovering and reporting CFDX 52349 without light weight stencilled on same. Arrangements were made to have car stencilled.

DIVISION NEWS.

Illinois Division.

Bowling score of I. C. R. R. team from local freight office was rolled on the opening night of the Illinois State Bowling Tournament in Chicago April 22, 1916.

The team broke no records, but is well



**Railway
Employes
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves
Soreness, Redness
and Granulation.

Druggists supply Murine
at 50c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



pleased with the first attempt, and no doubt will do better next season.

The opening of the bowling season next fall will find this team as challengers of all I. C. R. teams within easy distance of Chicago.

Arrangements are nearly complete whereby this team will be entered in the Railway Transportation League of Chicago.

| | 1st | 2nd | 3rd | Tot. | Ave. |
|---------------------|-----|-----|-----|------|-------------------|
| Ed Long | 177 | 199 | 152 | 528 | 176 |
| M. Murphy | 125 | 124 | 176 | 425 | 141 $\frac{2}{3}$ |
| Fred D. Long..... | 143 | 158 | 160 | 458 | 152 $\frac{2}{3}$ |
| C. Johnson | 160 | 162 | 191 | 513 | 171 |
| Ed Lichtenfels..... | 208 | 210 | 132 | 550 | 183 $\frac{1}{3}$ |

Totals813 853 811 2477

Ed Long and Ed Lichtenfels entered the individual event with the following score:

| | Total |
|----------------------|-----------------|
| Ed Long | 154 178 180 512 |
| Ed Lichtenfels | 181 191 142 514 |

Springfield Division

Mr. Harry Hall, Machinist Handyman, will visit in Indianapolis, Ind.

Mr. Robert Taylor, Engineer, will visit friends and relatives in Toledo, Ohio.

Fireman E. Thompson will visit in Omaha, Neb.

Mr. Frank Grason, Engineer, will visit in Stroud, Okla.

Mr. Frank Franek, Car Inspector, will visit in Miami, Fla., and other points in the South.

Mr. F. E. Norton, Engineer, and wife, will visit friends and relatives in Medicine Lake, Mont.

Fireman O. L. Finch will visit in Omaha, Neb., and St. Paul, Minn.

Firemen J. D. Livesay and F. Mielke will visit in Minneapolis and Duluth, Minn.

Mr. W. H. Lee, Machinist, will visit friends and relatives in Altoona, Pa.

Mr. Jack Agee, Fireman, and wife, will visit in Kansas City, Mo.

Fireman J. C. Miller will visit in Morland, Kan.

Mr. Loran Peacock, Car Repairer, will visit in Pittsburgh, Pa.

Mr. J. C. Trobaugh, Engineer, has returned to service after spending three weeks in Hot Springs, Ark.

Mr. Edward Ellis, Piecework Checker, will spend his vacation in Cleveland, Ohio.

Mr. W. J. Brewer, Engineer, has returned to work after spending a month at Hot Springs, Ark.

Mr. B. E. Spink, Car Inspector and family, will visit relatives in Cedar Falls, Iowa.

Mr. Chas. F. Smith, Car Repairer, was called to his home in Charles City, Iowa, due to the serious illness of his father.

Mr. R. A. Cooper, Fireman, will visit in Brunswick, Md., during the holidays.

Mrs. John Putnum, wife of Carpenter, will visit relatives in Seaman, Ohio.

Mr. Wm. M. Getzendanner, Machinist, will visit his parents in Cumberland, Md.

Mr. Fred Labissonniere, Machinist, is visiting his parents in McKeever, Mich.

Mr. J. H. Wheatley, Fireman, was called

Don't buy a Watch until you have seen the Famous

Santa Fe Special

21 JEWEL WATCH \$3 50
"Direct from Factory to You" A Month
Write for a Watch Book Today

SENT FREE

NOT ONE CENT DOWN — You can examine the watch all you want to

If you want to take advantage of our "Easy Payment" plan after you have seen and examined the watch, we will save you about half of the money usually asked for such high grade watches.

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Payments so easy, terms so fair, prices so low that any honorable person may own a "Santa Fe Special" and never miss the money. Men in every part of this country, on the seas, in foreign lands are buying these famous watches and every owner is delighted with the "Santa Fe Special."

THE FAMOUS "SANTA FE SPECIAL" is the one standard railroad watch that's guaranteed to last you all your life. 21 or 17 jewels, thin model, 16 size, adjusted to positions, adjusted to isochronism, adjusted to temperature.

NEW CASE DESIGNS

Marvelous, indeed, are the newest designs in "Santa Fe Special" watch cases. Every day brings out some remarkable combination of name, monogram or initial with emblem in the wonderful 3-color enamel process inlaid in solid gold.

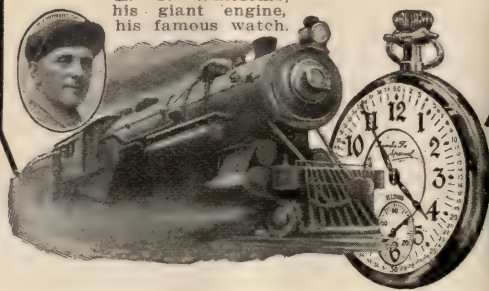
Our beautiful 4-color, 52-page watch book shows these and many other distinctive designs, including French art, special emblems and engraved monograms.

A letter or a postal brings the FREE Watch Book.

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Topeka, Kas., U. S. A.

NOTE—One of the finest passenger trains in the world is pulled by Engineer E. O. Whitcomb and a "Santa Fe Special" watch. He says, "It's the BEST WATCH I EVER CARRIED."

E. O. Whitcomb,
his giant engine,
his famous watch.



to his home in Waverly, Ky., due to the serious illness of his mother.

Mrs. J. C. Fish, Stenographer in the Master Mechanic's office, spent Thanksgiving day in Bloomington.

Mr. Carroll Jordan, Assistant Accountant in the Master Mechanic's office, makes occasional trips to Pana, Ill. What is the attraction?

Mr. Victor Hines, Timekeeper in the Car Department, is going to spend the holidays in Harvard, Ill.

Conductor W. B. Herron has returned to his home in Champaign after a three weeks' business trip in Michigan.

Conductor T. F. Murphy, who has been off sick for some time, is improving very rapidly and expects to return to his duties as conductor within a very short time.

Conductor J. Lordan has been assigned to regular passenger service between Clinton and St. Louis.

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 48-page illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Scaly Eyelids and Granulation

Indiana Division.

Still we hear about "reducing correspondence." Let the good work go on!

Business on the Indianapolis District continues to increase, the movement of both manifest and dead freight being heavy, and a great deal of fruit moving.

941 class engines have been assigned to Mattoon District.

A special train consisting of twelve cars, carrying the Peoria Boosters, on May 18th, arrived at Mattoon from Centralia. They remained in Mattoon during the noon hour, and were addressed by Mayor Bell. Pedestrians who happened to be down town at that time were favored with various articles "boosting" Peoria, and many minds were made up to visit this beautiful city at the first opportunity. The train left for Peoria at 1:00 p. m., accompanied by Train Master Boatner and Traveling Engineer Danver.

Mr. L. P. Streeter, Air Brake Engineer, of Chicago, visited the Division Offices a few hours recently.

Miss Rea Willis, former stenographer in the Road Department, has accepted a position with the Central Illinois Public Service Company. Miss Edith Riggs has taken Miss Willis' place.

Earl Brown of the Accounting Department is on a leave of absence, due to ill health.

Ed Knight, Accountant, is contemplating "another" fishing trip.

Mr. C. C. Powers, General Car Foreman, Mattoon Shops, has been absent from duty on account of illness.

Stifel's Indigo Cloth

Standard for over 75 years.



**OVERALLS
JUMPERS &
UNIFORMS**



**has a history parallel with
American Railroads.**

It began its existence at the same time and has kept pace with railroad advancement from past to present.

STIFEL'S INDIGO, the cloth invincible, is the typical railroad man's garment cloth.

Look for the label



on the back of the

cloth on the inside of the garment. It's your guarantee of the genuine.

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Postal Telegraph Bldg.
ST. JOSEPH, MO.,

Saxton Bank Bldg.
BALTIMORE, - Coca Cola Bldg.

ST. LOUIS, - 928 Victoria Bldg.

ST. PAUL, - 238 Endicott Bldg.

TORONTO, 14 Manchester Bldg.
WINNIPEG,

400 Hammond Bldg.
MONTREAL,
Room 500, 489 St. Paul St.



Mr. F. Crockett, Clerk to General Foreman, Indianapolis, has been given a temporary leave of absence account of ill health. Mr. Crockett is being relieved by W. L. Stephenson, Assistant Accountant in Master Mechanic Bell's office, Mr. M. L. Boulware, Time Keeper in Mr. Bell's office, acting as Assistant Accountant. Mr. L. Jobe transferred as Clerk and Time Keeper from General Car Foreman's office to Time Keeper in Master Mechanic's office. Mr. N. Parks has been employed to fill vacancy in General Car Foreman's office as Clerk and Time Keeper.

Mr. J. L. Warren, Piece Work Checker at Mattoon Shops, was recently sent to our new hospital at Chicago on account of infection of iris of right eye. Reports from the attending physician indicate he is getting along nicely but probably will be absent from duty three or four weeks.

Memphis Division ILLINOIS CENTRAL BASEBALL LEAGUE

Welcome to Everybody

Here's to the season of 1916 which we will endeavor to make the best ever.

You see we have a few nice comfortable high-backed seats—which are free to anyone—more especially the ladies—and we hope to have a large number of the fair fans at all our games. We promise that all games

will be conducted in a clean and sportsman-like manner so they will be enjoyed by all.

Next Saturday we will have a large bleacher stand to accommodate a large number, and will have cold drinks, peanuts, cracker-jack and cigars. Everybody come.

Seats all free, but as we have gone to considerable expense, any contribution will be greatly appreciated. However, if you do not feel like contributing it is all right—you are just as welcome as can be.

FIRST GAME

| Mechanical Dept. | Local Office. |
|--------------------|---------------------|
| Kleinman .....3b | Kelley .....lf |
| Townsend .....ss | Regan .....rf |
| Hyde .....cf | L. Brady .....ss |
| Wells .....2b | Bensinger .....cf |
| McAlexander .....c | Rutherford .....1b |
| Phillips .....rf | R. Brady .....2b |
| Lemm .....1b | O'Callaghan .....3b |
| Owens .....p | G. Taylor .....c |
| Harrison .....lf | Long .....p |

SECOND GAME

| Supt.'s Office. | Gen'l. Frt. Office. |
|---------------------|---------------------|
| O'Brien .....2b | McKinney .....ss |
| Crutchfield .....cf | Scott .....2b |
| Wilmot .....ss | Spelger .....p |
| Cannot .....3b | Hovey .....1b |
| Ruby .....lf | Moore .....lf |
| Humason .....1b | Vance .....cf |
| Trotter .....c | Ramsey .....3b |
| Concklin .....rf | Atkins .....rf |
| Cissel .....p | Hanson .....c |

—The Watch That's Guaranteed to Pass Inspection for Five Years!

However close your time limits, we guarantee the South Bend Railroad Watch to meet them. Further still, we guarantee the South Bend Railroad Watch to meet *any* changes in time requirements of either your present road or any road to which you may transfer within five years.

It is the *only* watch so guaranteed!

You can tell South Bend Watches at jewelers' and inspectors' by the identifying bands of Purple Ribbon.

Interesting, illustrated watch book gladly mailed on request.

South Bend Watches

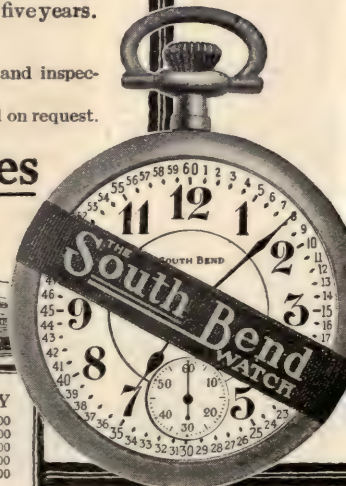


SOUTH BEND WATCH COMPANY
375 Studebaker St., South Bend, Ind.

MOVEMENTS ONLY

| | |
|----------------------|---------|
| 16 Size—17 J.—5 pos. | \$28.00 |
| " 21 " | 30.00 |
| " 21 " | 40.00 |
| 18 Size—17 " | 24.00 |
| " 21 " | 28.00 |

Fitted to your own case
if desired.



The South Bend STUDEBAKER
Railroad Watch

Vicksburg Division

Mr. T. L. Dubbs, superintendent, and Mr. J. W. Welling, roadmaster, attended expense meeting held at Chicago, May 23, 1916.

Conductor S. F. Witherspoon has just returned from a trip to Hot Springs, Ark., and reports having a good time.

Mr. M. P. Massey, wife and little daughter, Juanita, spent Saturday and Sunday, May 20 and 21, with home-folks at Eupora, Miss.

Mr. J. W. Hayles, clerk in Greenville freight office, is relieving regular agent, Mrs. M. Scarbrough, at Green Grove, for a few days.

Effective Saturday, May 13, and continuing each Saturday morning thereafter, there will be held in Superintendent's private office a Staff Meeting for the purpose of discussing matters for the good of the service, especial attention to be given relative to handling correspondence. At the meetings already held much interest was manifested and it is felt that much good will be derived from these meetings.

Mr. L. W. Olin, tonnage clerk, and Mr. B. F. Simmons, assistant accountant, made a pleasure trip to Memphis the first part of May and report having a good time.

Mrs. Annie Davis has returned to her old post of duty, "Agent, Holly Knowe, Miss.," after a month's absence, which time was spent working as agent at Charter Grove, Ill.

Mr. Wright Chenault, assistant accountant, and Mr. Oliver Crandall, trainmaster's clerk, took in the May festival at Vicksburg, May 13-14, and both report having a lovely time.

Mr. S. Simmons, chief clerk to superintendent, made a trip to Brownsville, Tenn., May 21-22, to return home with his wife, who has been spending several days at Brownsville with her parents and friends.

Effective April 18, Mr. N. T. Buck was appointed timekeeper in the Superintendent's office, vice Mr. John W. Gray, transferred to the Memphis Division as instrumentman. Mr. Buck was relieved as baggagemaster, Green-

ville ticket office, by Mr. S. P. O'Bannon.

Mr. K. H. Siecke has been appointed chainman on the Vicksburg Division, effective May 13, vice Mr. J. K. Rose, promoted to position as rodman with headquarters at Freeport, Ill.

Greenville has added a "White Way" to the beauty of the city, which makes it much more attractive to visitors as well as to its citizenship.

Tobacco Habit Easily Stopped

Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipe, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, 189 S. Station E, New York City, and get the very interesting free book that will be sent promptly upon application.

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TICKETS, PLEASE

A cold fact is quite often a "hot box."

A flat wheel is always known by its turn.

Railroad "frogs" never croak.

Engineers nearly always get a run for their money.

It takes a man with a "punch" to be a conductor.

A third-class ticket is good to a first-class place.

Pity the baggageman. He has to wrestle with the "grip" the year round.

What better moving picture do you want than can be seen from the coach window?

Engineers are always looking for something they hope they won't find—obstructions on the track.

A claim for damages is not always a claim for justice.

If a man had to pay to travel in proportion to what it cost to haul him—oh, Lord!

It's just as well not to repeat what the man said who got up at 1 o'clock on a cold morning and hurried to the station, only to find the train just gone.

Railroads are like an endless chain; every link must work smoothly.

Some people like to discuss railroads, while others like to cuss 'em.

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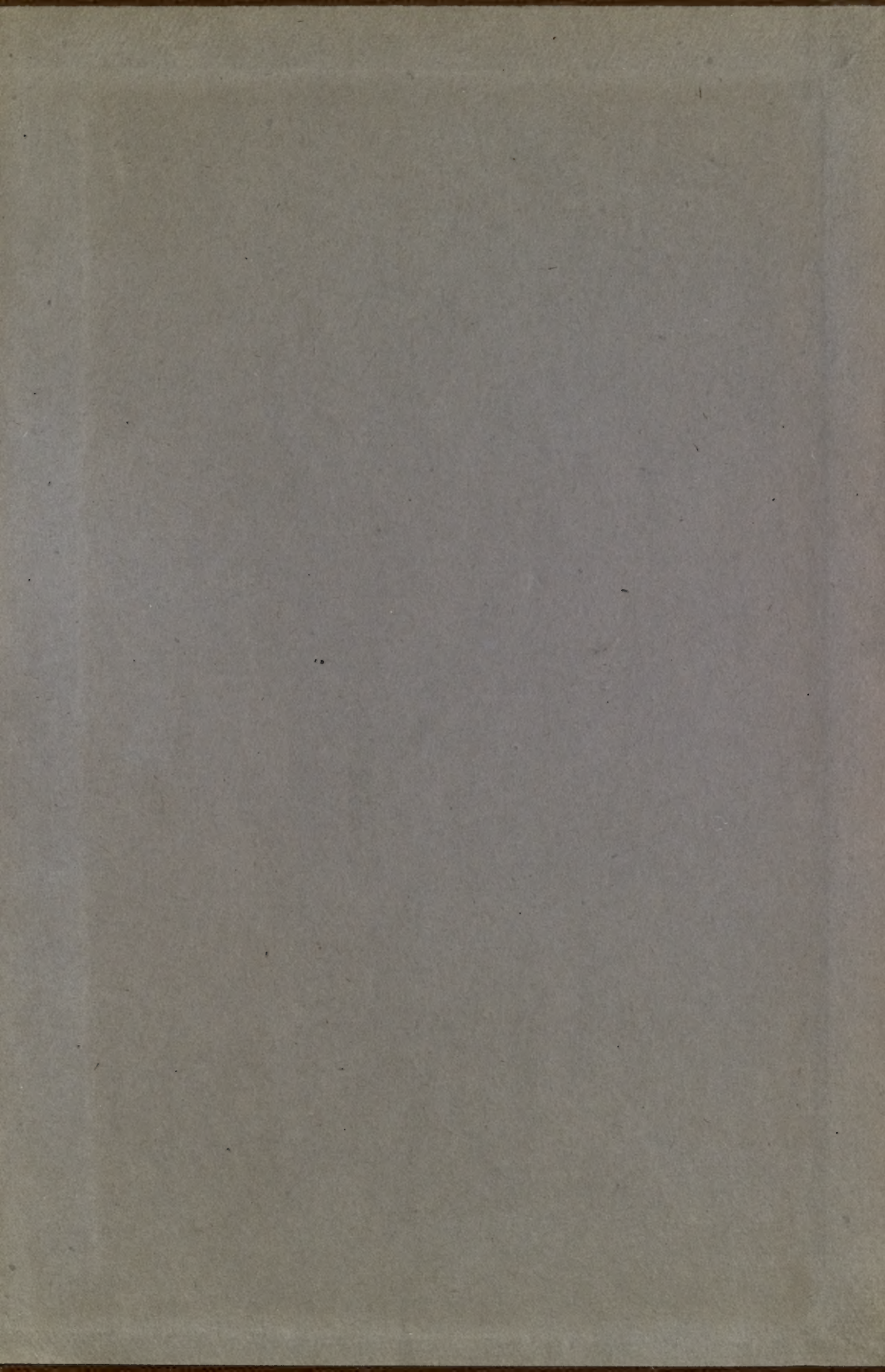
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